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SUB-COMMITTEE ON
RADIOCOMMUNICATIONS AND SEARCH
AND RESCUE
5th session
Agenda item 8.2

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ENGLISH ONLY

**MATTERS CONCERNING SEARCH AND RESCUE INCLUDING
THOSE RELATED TO THE 1979 SAR CONFERENCE
AND THE INTRODUCTION OF THE GMDSS**

**Reports on Maritime Search and Rescue (SAR) and the
Global Maritime Distress and Safety System (GMDSS)
Conferences (1981 to 1998)**

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document contains consolidated reports on SAR/GMDSS Conferences convened by the Organization from 1981 to 1998 leading to the completion of the global SAR Plan
<i>Action to be taken:</i>	Submitted for information only
<i>Related documents:</i>	Reports of Conferences

1 At the seventieth session of the Maritime Safety Committee, the delegation of Canada proposed, and the Committee agreed, that a publication should be prepared to contain all reports on SAR and GMDSS Conferences convened by the Organization leading to the completion of the global SAR plan. This document responds to that decision of the MSC.*

Action requested of the Sub-Committee

2 The Sub-Committee is invited to take note of the above information.

* Due to the limited number of copies available, the document is distributed on basis of one copy per delegation at the meeting.

**Reports on Maritime Search and Rescue (SAR)
and the
Global Maritime Distress and Safety System
(GMDSS)
Conferences (1981 to 1998)***

* References to the cartographic information and maps throughout the text of this document should be ignored. The appropriate maps will be issued separately as an attachment to this document.

Table of Contents

	Page
Foreword.....	6
 I. CARIBBEAN SEA	
Report of the final meeting on Caribbean Maritime Search and Rescue (Caracas, Venezuela, 30 April - 4 May 1984)	11
Annex 1 - Agenda of the final meeting on Caribbean Maritime Search and Rescue	16
Annex 2 - Provisional maritime search and rescue plan for the Greater Caribbean area	17
Annex 3 - Arrangements for the provision and co-ordination of search and rescue services and co-operation between States	46
Annex 4 - Co-operation between maritime and aeronautical search and rescue services in the Greater Caribbean area	50
Annex 5 - Ratification of or accession to the International Convention on Maritime Search and Rescue, 1979	51
Annex 6 - Search and rescue training	52
Annex 7 - Technical assistance for search and rescue facilities	53
Annex 8 - Provisional Eastern North Pacific SAR Plan	54
 II. ASIA AND PACIFIC	
Report of the Tokyo Regional Conference and study tour on Maritime Search and Rescue (Tokyo, 15-20 December 1986).....	58
Annex 1 - List of participants	64
Annex 2 - Agenda and list of documents	73
Annex 3 - Extract of the report of the Indian Ocean Committee	75
Annex 4 - Extract of the report of the South West Pacific Committee	79
Annex 5 - Extract of the report of the North West Pacific Committee	82
Annex 6 - Resolutions adopted by the Tokyo Regional Conference on Maritime Search and Rescue	87
- Resolution No.1	87
- Resolution No.2	123
- Resolution No.3	126
- Resolution No.4	127
- Resolution No.5	128
 III. EASTERN SOUTH ATLANTIC	
Report on the Lagos Sub-Regional Conference on Maritime Search and Rescue (Lagos, 8-10 October 1991).....	129
Annex 1 - List of participants	133
Annex 2 - Agenda and list of documents	137
Annex 3 - Organization of maritime search and rescue in the West African Sub-Region	139
Annex 4 - International Convention on Maritime Search and Rescue, 1979	142
Annex 5 - Information on SAR facilities in the sub-region	144
Annex 6 - Report of North-Western Sector Committee	149
Annex 7 - Report of South-Eastern Sector Committee	151
Annex 8 - Resolutions adopted by the Lagos Sub-Regional Conference on Maritime Search and Rescue	153
- Resolution No.1	153
- Resolution No.2	160
- Resolution No.3	163
- Resolution No.4	164
- Resolution No.5	165

IV. WESTERN INDIAN OCEAN, PERSIAN GULF AND RED SEA

Report on the Cape Town Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) (Cape Town, 2-6 September 1996)	166
Annex 1 - List of participants	180
Annex 2 - Conference programme.....	191
Annex 3 - Statement by the delegation of France.....	194
Annex 4 - Information provided on national SAR/GMDSS facilities	195
Annex 5 - Report of Committee 1.....	199
Appendix 1 - Statement made by the delegation of the State of Bahrain	201
Appendix 2 - Statement made by the delegation of Qatar.....	203
Appendix 3 - Consideration of search and rescue regions in the Persian Gulf and Gulf of Oman.....	204
Appendix 4 - Statement made by the Islamic Republic of Iran.....	207
Annex 6 - Report of Committee 2.....	213
Appendix 1 - Statement made by the delegation of Eritrea.....	216
Appendix 2 - Statement made by the delegation of the Republic of Yemen	217
Annex 7 - Report of Committee 3.....	218
Appendix 1 - Eastern and Southern Africa provisional SAR plan.....	220
Appendix 2 - Status of registration databases for Eastern and South Africa	222
Annex 8 - Report of the co-ordinator of the three Committees	223
Annex 9 - SAR training needs	224
Annex 10 - Resolutions adopted by the Cape Town Conference	226
- Resolution No.1.....	226
- Resolution No.2.....	232
- Resolution No.3.....	235
- Resolution No.4.....	236
- Resolution No.5.....	238

V. ATLANTIC OCEAN

Report on the Atlantic Ocean Conference on Maritime Search and Rescue and the GMDSS (Lisbon, Portugal, 10-14 October 1994)	239
Annex 1 - List of participants	252
Annex 2 - Conference programme.....	266
Annex 3 - North Atlantic Ocean	271
Annex 4 - Western Africa	280
Annex 5 - South Western Atlantic	287
Annex 6 - Eastern Caribbean.....	295
Annex 7 - Extended areas of SAR responsibility as agreed by the Conference	303
Annex 8 - Resolutions adopted by the Conference - Resolution No.1	305
Annex 9 - Resolutions adopted by the Conference - Resolution No.2.....	311
Annex 10 - Resolutions adopted by the Conference - Resolution No.3.....	314
Annex 11 - Resolutions adopted by the Conference - Resolution No.4.....	315
Annex 12 - Resolutions adopted by the Conference - Resolution No.5.....	316
Annex 13 - Resolutions adopted by the Conference - Resolution No.6.....	317

VI. BLACK SEA

Report on the Istanbul Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) in the Black Sea (Istanbul, 30 October to 1 November 1996)..... 318

Annex 1	- List of participants	326
Annex 2	- Conference programme.....	332
Annex 3	- National SAR facilities	334
Annex 4	- Matters to be taken into account when providing shore-based facilities for the GMDSS	337
Annex 5	- Provisional draft agreement on co-operation regarding maritime search and rescue services between Black Sea coastal States (Turkish draft working text).....	338
Annex 6	- Resolutions of the Conference	344
	- Resolution No.1.....	344
	- Resolution No.2.....	345
	- Resolution No.3.....	346

VII. MEDITERRANEAN AND BLACK SEAS

Report on the Mediterranean and Black Seas Conference on Maritime Search and Rescue and the GMDSS (Valencia, Spain, 8-12 September 1997) 347

Annex 1	- List of participants	360
Annex 2	- Conference programme.....	373
Annex 3	- Information provided on national SAR facilities	377
Annex 4	- Report of Panel 1 (Eastern Mediterranean Sea).....	395
Annex 5	- Report of Panel 2 (Central Mediterranean Sea).....	403
Annex 6	- Report of Panel 3 (Western Mediterranean Panel)	406
Annex 7	- Report of Panel 4 (Black Sea Panel).....	411
Annex 8	- Report of the co-ordinator for SAR Area 12(a) (Mediterranean Sea).....	420
Annex 9	- SAR training needs	421
Annex 10	- Status of communications.....	423
Annex 11	- Statement by the delegation of Cyprus.....	425
Annex 12	- Statement by the delegation of Greece.....	427
Annex 13	- Statement by the delegation of Turkey	430
Annex 14	- Resolutions adopted by the Conference	435
	- Resolution No.1.....	435
	- Resolution No.2.....	463
	- Resolution No.3.....	466
	- Resolution No.4.....	468
	- Resolution No.5.....	469

VIII. PACIFIC OCEAN

Report on the Pacific Ocean Conference on Maritime Search and Rescue and the GMDSS (Seoul, Republic of Korea, 7-11 April 1997)..... 470

Annex 1	- List of participants	481
Annex 2	- Conference programme.....	494
Annex 3	- Information provided on national SAR/GMDSS facilities	498
Annex 4	- SAR training needs	513
Annex 5	- Recommendations by the Chairman of the meeting on the implementation of NAVTEX in NAVAREA XI.....	516
Annex 6	- Report from Panel 1 (North Western Pacific Ocean Sub-Region).....	517
Annex 7	- Report from Panel 2 (North Eastern Pacific Ocean Sub-Region).....	523
Annex 8	- Report from Panel 3 (South Eastern Pacific Ocean Sub-Region).....	528

	Page
Annex 9 - Report from Panel 4 (South Western Pacific Ocean Sub-Region).....	532
Annex 10 - Report of the Co-ordinator of the four Panels	540
Annex 11 - Resolutions adopted by the Seoul Conference	541
- Resolution No.1.....	541
- Resolution No.2.....	547
- Resolution No.3.....	550
- Resolution No.4.....	551
- Resolution No.5.....	553

IX. INDIAN OCEAN

Report on the Indian Ocean Conference on Maritime Search and Rescue and the GMDSS (Fremantle, Australia, 21-25 September 1998) 554

Annex 1 - List of participants	567
Annex 2 - Conference programme.....	576
Annex 3 - Information provided on national SAR/GMDSS facilities	580
Annex 4 - Report of the Western Indian Ocean Panel.....	590
Annex 5 - Report of the Northern Indian Ocean Countries Panel.....	596
Annex 6 - Report of the East Indian Ocean Panel.....	604
Annex 7 - Report of the co-ordinator of the three Panels	614
Annex 8 - SAR training needs	615
Annex 9 - Status of GMDSS shore-based facilities	617
Annex 10 - Resolutions adopted by the Conference	618
- Resolution No.1.....	618
- Resolution No.2.....	624
- Resolution No.3.....	627
- Resolution No.4.....	629
- Resolution No.5.....	630
- Resolution No.6.....	631
- Resolution No.7.....	632

FOREWORD

DEVELOPMENT OF THE GLOBAL MARITIME SEARCH AND RESCUE (SAR) PLAN

The Global Maritime SAR Plan

By resolution 6 of the International Conference on Maritime Search and Rescue, held in Hamburg in 1979, the International Maritime Organization (IMO) was invited "... to develop a global maritime distress and safety system that includes telecommunications provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue". The establishment of such a global plan for maritime SAR purposes was, therefore, perceived as constituting the ultimate objective of the International Convention on Maritime SAR the Hamburg Conference adopted as a result of its deliberations.

It was envisaged that, when finalized, the plan would be based on a framework of multilateral or bilateral agreements between neighbouring States on the provision of SAR services in superjacent ocean and coastal waters to achieve co-operation and mutual support in responding to distress incidents.

Among the basic features of such a global maritime SAR plan, the following were considered to be of particular importance:

- * The identification of the national SAR agency for each participating coastal State;
- * The provision of basic information on Maritime Rescue Co-ordination Centres (MRCCs) and their areas of responsibility; coast radio stations, Inmarsat coast earth stations and COSPAS-SARSAT mission control centres they are associated with, any associated Aeronautical Rescue Co-ordination Centres, their landline communications and other SAR and communication facilities established for that purpose by individual States;
- * The description of "declared rescue units" (e.g. fixed-wing aircraft, helicopters and surface units) the MRCCs have at their disposal together with a description of "non-declared units" (e.g. military or civil aircraft, warships, merchant ships and pleasure craft) they may be able to call upon for assistance; and
- * The provision of such further information as may be of assistance to units in distress or SAR agencies which may be involved in a SAR operation.

To develop the global SAR plan mentioned above, IMO's Maritime Safety Committee (MSC) early in the 1980s' divided the world in thirteen maritime SAR areas and invited Member Governments to co-ordinate with all other littoral States lying in the same area and provide the Organization with necessary pertinent information, which would enable the Committee to prepare provisional maritime SAR plans for each of those 13 areas taking into account all relevant provisions of the 1979 SAR Convention. Supplementary to this, all Member Governments were requested to reply to a basic IMO questionnaire on maritime SAR facilities.

The 13 maritime SAR areas mentioned above are:

Area 1	-	North Atlantic
Area 2	-	North Sea
Area 3	-	Baltic Sea
Area 4	-	Eastern South Atlantic
Area 5	-	Western South Atlantic
Area 6	-	Eastern North Pacific
Area 7	-	Western North Pacific
Area 8	-	Eastern South Pacific
Area 9	-	Western South Pacific
Area 10A	-	North West Indian Ocean
Area 10B	-	South West Indian Ocean
Area 10C	-	East Indian Ocean
Area 11	-	Caribbean Sea
Area 12A	-	Mediterranean Sea
Area 12B	-	Black Sea
Area 13	-	Arctic Ocean

Technical co-operation in maritime SAR

The 1979 Conference on Maritime Search and Rescue recognized the need for technical co-operation to assist countries not possessing the necessary technical and scientific resources to provide maritime search and rescue services appropriate to the needs of the shipping, fishing and other maritime activities off their shores. Accordingly, it urged States to promote, in consultation with and with the assistance of IMO, support for States requesting technical assistance for:

- .1 the training of personnel necessary for search and rescue; and
- .2 the provision of the equipment and facilities necessary for search and rescue.

Since 1981 and with financial support from Member Governments and international organizations, IMO developed a programme to provide initial assistance in SAR matters to countries in need of such assistance. The first element of this programme consisted of a five-day seminar designed to advise maritime administration personnel at the senior level on:

- .1 the aims and purposes of the 1979 Maritime SAR Convention;
- .2 the need for international co-operation and the involvement of all littoral States concerned;
- .3 the elements of a sound national maritime SAR organization;
- .4 how to identify and best organize available maritime SAR facilities;
- .5 the need for, and objectives of, consultations with neighbouring States; and
- .6 maritime SAR training needs and prospects.

The second element consisted of training fellowships to allow at least one and, where possible, two persons from each country concerned to complete an established basic course on search and rescue. Those selected to attend those courses had to be operationally involved in maritime SAR and preferably be in charge of the co-ordination of SAR responses to distress alerts.

The third element comprised a requisite number of follow-up seminar and workshop meetings held at the sub-regional level to carry out the preparatory work necessary for a final regional meeting, usually of the level of a SAR Conference, which was later expanded to also cover Global Maritime Distress and Safety System (GMDSS) issues.

The purpose of the final meetings was to:

- .1 discuss and resolve any outstanding issues raised at the sub-regional workshop meetings;
- .2 recommend a provisional maritime SAR plan for the region to allow participants to adopt a resolution or draft agreement outlining recommended co-operation between States;
- .3 make recommendations on participating countries acceding to the 1979 SAR Convention;
- .4 examine in detail those SAR capabilities which are recommended but not yet achieved;
- .5 quantify outstanding equipment needs; and
- .6 quantify outstanding training needs.

Having completed the series of seminars, workshops and Conferences it had originally planned and having adopted provisional maritime SAR plans in all the major navigable regions of the world, IMO embarked on integrating into one the various regional SAR plans which had been agreed to either by individuals States acting on their own initiative (e.g. North Sea or North Atlantic States) or as a result of the relevant meetings convened by the Organization. Three major conferences were therefore held in:

- Lisbon, Portugal, in 1994, for countries bordering the Atlantic Ocean;
- Seoul, Republic of Korea, in 1997, for countries bordering the Pacific Ocean; and
- Fremantle, Australia, in 1998, for countries bordering the Indian Ocean.

The aim of these major conferences was to ensure the efficient interoperability of national SAR plans between States and achieve a seamless delivery of SAR services throughout the three ocean regions.

Since the programme started being implemented in 1981, the meetings shown in the following table were convened.

Venue and Year	SAR Area	Type of Meeting	Result
Barbados 1981	Caribbean Sea	Seminar/Workshop	Preparation of provisional SAR plan
Caracas 1984	Ditto	Conference	Agreement on a provisional SAR plan
Jakarta 1984	Asia and Pacific	Seminar/Workshop	Preparation of provisional SAR plan
Tokyo 1986	Ditto	Conference	Agreement on a provisional SAR plan
Lagos 1988	Eastern South Atlantic	Seminar/Workshop	Preparation of provisional SAR plan
Lagos 1991	Ditto	Conference	Agreement on a provisional SAR plan
Sharjah 1992	North West Indian Ocean	Seminar/Workshop	Preparation of provisional SAR plan
Mombassa 1992	South West Indian Ocean	Seminar/Workshop	Preparation of provisional SAR plan
Cape Town 1996	Western Indian Ocean, Persian Gulf and Red Sea	Conference	Agreement on a provisional SAR plan
Lisbon 1994	Atlantic Ocean	Conference	Agreement on an integrated provisional SAR plan
Varna 1994	Black Sea	Seminar/Workshop	Preparation of provisional SAR plan
Istanbul 1996	Ditto	Conference	(Continued)
Valencia 1997	Ditto	Conference	General agreement on a provisional SAR plan
Toulon 1995	Mediterranean Sea	Seminar/Workshop	Preparation of provisional SAR plan
Valencia 1997	Ditto	Conference	General agreement on a provisional SAR plan
Ankara 1998	Ditto	Conference	Progress on provisional SAR plan
Seoul 1997	Pacific Ocean	Conference	Agreement on an integrated provisional SAR plan
Fremantle 1998	Indian Ocean	Conference	Agreement on an integrated provisional SAR plan

To further facilitate access to the knowledge and skills demanded by an increasingly sophisticated marine technology, IMO has developed a number of model training courses among which are model training courses 2.02 on Maritime search and rescue co-ordinator surface search, 3.13 Maritime search and rescue Administrator and 3.14 Maritime search and rescue mission co-ordinator course to assist Administrations in the training and updating of various levels of SAR personnel.

Recognizing the interdependence between maritime and aeronautical facilities during search and rescue operations, a Joint IMO/ICAO Working Group on search and rescue prepared, in 1997, an International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, which was approved by the MSC at its sixty-ninth session in 1998 to replace the previously existing aeronautical and maritime SAR manuals (MERSAR and IMOSAR) and harmonize operational procedures between ships and aeroplanes involved in SAR operations.

At the seventieth session of the MSC, the delegation of Canada proposed, and the Committee agreed, that a publication should be prepared to contain all reports on SAR and GMDSS Conferences convened by the Organization leading to the completion of the global SAR Plan. This document responds to that decision of the MSC.

I. CARIBBEAN SEA

FINAL MEETING ON
CARIBBEAN MARITIME
SEARCH AND RESCUE -
CARACAS, VENEZUELA
30 April - 4 May 1984

REPORT OF THE FINAL MEETING ON CARIBBEAN MARITIME SEARCH AND RESCUE

1 GENERAL

1.1 The Final Meeting on Caribbean Maritime Search and Rescue was held at the Circulo de las Fuerzas Armadas, Caracas, Venezuela, from 30 April to 4 May 1984. Rear-Admiral Carlos Luengo Romero (Venezuela) was unanimously elected as Chairman of the Meeting.

1.2 The Meeting was attended by delegates from the following countries:

ANTIGUA	JAMAICA
BAHAMAS	MEXICO
BARBADOS	MONTSERRAT
BRITISH VIRGIN ISLANDS	NETHERLANDS ANTILLES
CAYMAN ISLAND	NICARAGUA
COLOMBIA	ST. LUCIA
COSTA RICA	ST. VINCENT AND
CUBA	THE GRENADINES
EL SALVADOR	SURINAME
FRANCE	TRINIDAD AND TOBAGO
GRENADA	TURKS AND CAICOS ISLANDS
GUATEMALA	UNITED STATES OF AMERICA
GUYANA	VENZUELA
HAITI	

1.3 Representatives from the following United Nations agencies also attended the Meeting:

Economic Commission for Latin America (ECLA)
International Civil Aviation Organization (ICAO)
International Maritime Organization (IMO)
United Nations Disaster Relief Organization (UNDRO)

1.4 Observers from the following organizations also participated:

Organization of Eastern Caribbean States (OECS)
Search and Rescue Charitable Foundation (SEARCH)

1.5 The Venezuelan Minister of Transport and Communications, Ing. Juan Pedro del Moral, welcomed delegates to the Meeting which was held at the invitation of IMO and organized by the Venezuelan Navy. In 1960, Venezuela developed an integrated plan for the co-ordination of search and rescue in Venezuela. Whilst this had greatly improved the efficiency of search and

rescue, it was restricted by the absence of formal agreements of co-operation with neighbouring States. The resolutions to be adopted by this Final Meeting would greatly improve the co-ordination and efficiency of search and rescue in the greater Caribbean area and enable Governments to implement search and rescue regulations and standards adopted by IMO.

1.6 On behalf of the Secretary-General of IMO, the Secretary sincerely thanked the Minister and the Venezuelan Government for its substantial support and assistance to the Organization and for hosting and providing the excellent conference facilities which had been so efficiently organized by the Venezuelan Navy. He also expressed the Organization's appreciation to the Government of Barbados for hosting the successful seminar in December 1981 and to the Governments of Jamaica, Suriname, Trinidad and Tobago and the United States and to ICAO for hosting the various subregional meetings. Appreciation was also expressed to ECLA for its assistance in organizing these meetings. The procedures followed in the Caribbean would set a pattern for similar meetings in other areas of the world.

1.7 The Chairman, on behalf of the delegates, thanked the Minister of Transport and Communications for opening the Meeting and Vice-Admiral Haroldo Rodriguez Figueroa, Commander General in Chief of the Navy, and other distinguished military personnel and special guests for attending the opening session.

2 ADOPTION OF THE AGENDA

The Meeting adopted the agenda attached at annex 1.

3 PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE GREATER CARIBBEAN AREA

3.1 Consideration was given to the conclusions of meetings which had been held in the West Caribbean, South Caribbean and South Central Caribbean to prepare recommendations on SAR organization and the delineation of the geographical areas of responsibility of RCCs and RSCs in each sub-region.

3.2 Concern was expressed that the areas of responsibility recommended did not in all cases coincide with the exclusive economic zones of some Caribbean countries. In this regard, the Meeting noted Article II and paragraph 2.1.7 of the Annex to the 1979 International Convention on Maritime Search and Rescue which provides that the delimitation of SAR regions is not related to and shall not prejudice the delimitation of any boundary between States. It was agreed that this provision would be strictly applicable to the areas of responsibility recommended in the provisional plan.

3.3 On this basis the Meeting adopted the resolution on the Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area, attached at annex 2.

3.4 The Secretary-General of IMO was requested to bring the Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area to the attention of all States concerned. Caribbean States were invited to accept and implement the Provisional Plan and to send any additional information and amendments agreed with neighbouring States to the Secretary-General of IMO.

3.5 The Meeting was unable to reach agreement on the areas of responsibility of Caribbean countries which did not attend the Meeting and without prejudice to the rights of those States accepted the provisional areas of responsibility of neighbouring States. The countries concerned

were invited to either approve and accept the limits recommended by the Meeting or to seek bilateral agreement on changes with neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

3.6 The Suriname delegation made a proposal to adopt a line oriented at 030° from the Suriname/French Guyana boundary as a limit between maritime search and rescue regions without any reference to exclusive economic zones. The French delegation expressed the opinion that as the criteria of delimitation was not the exclusive economic zone and as this was a new proposal, it would be preferable to adopt the ICAO FIR limits of RCC Zanderij and FIR Rochambeau pending further bilateral discussions to define precise areas of responsibility.

3.7 Following detailed discussions between the delegations of Columbia, Netherlands Antilles and Venezuela, it was agreed that the status quo be maintained for search and rescue purposes and that RCC Caracao would maintain responsibility described in the ICAO Air Navigation Plan. Any subsequent amendments would be notified to the Secretary-General of IMO following bilateral discussions between the States concerned.

3.8 The delegation of Venezuela stated that as international co-operation for the safety of life at sea was essential for humanitarian reasons, it had no objections to the limits of the areas of responsibility between the Republic of Guyana and the Republic of Venezuela established at the meeting. However the final limits of the areas would be subject to the result of discussions to resolve the dispute over territorial limits in the most satisfactory way.

3.9 Delegations of Central American States also took the opportunity to consider their areas of search and rescue responsibility in the Eastern North Pacific and, taking into account the principles referred to in paragraph 3.2, agreed the provisional areas and table of SAR facilities attached at Annex 8 for inclusion in the Eastern North Pacific Search and Rescue Plan.

4 ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

4.1 The meeting gave consideration to the additional actions which should be undertaken by neighbouring States in order to further develop the Provisional Plan and reach mutual agreement for co-operation between the maritime search and rescue services. Such co-operation would include pooling of SAR facilities, establishment of common procedures, joint training and exercises, communications and entry of each other's rescue units into or over their respective territorial seas or territories.

4.2 It was considered that formal agreements of co-operation between the SAR services of neighbouring States were necessary. The Meeting therefore approved a draft format for such agreements or arrangements and adopted the resolution, attached at annex 3, urging Caribbean States to establish such agreements or arrangements to facilitate and expedite the efficient conduct of search and rescue operations in their areas.

4.3 The Meeting agreed with a proposal by the Netherlands Antilles that it would be beneficial if maritime and aeronautical search and rescue services in the Greater Caribbean Area were closely co-ordinated and wherever possible jointly located. It was also of the opinion that the co-operation between IMO and ICAO should be intensified in the field of search and rescue. The Meeting adopted the resolution on Co-operation between Maritime and Aeronautical Search and Rescue Services in the Greater Caribbean Area, attached at annex 4.

5 RATIFICATION OF OR ACCESSION TO THE INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

5.1 The Meeting agreed that implementation of relevant parts of the Provisional Maritime Search and Rescue Plan would enable the Caribbean States concerned to meet the objectives and requirements of the International Convention on Maritime Search and Rescue, 1979. The Meeting therefore adopted the resolution, attached at annex 5, which urges all Caribbean States to implement the Plan and ratify or accede to the Convention.

6 SEARCH AND RESCUE TRAINING

6.1 Consideration was given to the training requirements for search and rescue services in the Caribbean area. In this regard the Meeting noted that, in association with the Barbados seminar on maritime search and rescue, IMO had arranged training for twelve fellows from regional States and Bermuda at the United States Search and Rescue School at Governor's Island, New York. It was considered that additional training was necessary to assist and improve search and rescue organizations and services in the Caribbean area.

6.2 The Meeting adopted the resolution on Search and Rescue Training, attached at annex 6, which invites the Secretary-General of IMO to seek ways and means of securing the necessary funds to assist States which request technical assistance for training.

6.3 The Meeting expressed its appreciation to Rear Admiral Final Mora Casanova and the officers and cadets of the Venezuelan Naval Academy and to Rear Admiral Faustino Alvarado Rodriguez and the officers, trainee petty officers and seamen of the Venezuelan Naval Training Centre for a most impressive and informative visit demonstrating the comprehensive nautical training facilities available in Venezuela.

6.4 The Meeting was informed that these facilities could be made available for training of search and rescue personnel from Caribbean countries, with the possible additional assistance of international search and rescue experts, either by arrangements co-ordinated through IMO or made bilaterally with Caribbean countries.

6.5 The United States delegation provided a copy of the United States Coast Guard International Training List to delegations at the Meeting and explained the various types of residential training, on-the-job-training and training by mobile teams on search and rescue which could be provided either following a request from a government to IMO or by bilateral agreement. Discussions were being held between the Coast Guard and IMO regarding the provision of funds for a limited number of training quotas that would be set aside for co-ordination by IMO.

6.6 The representative of UNDRO informed the Meeting that the Pan-Caribbean Disaster Preparedness and Prevention Project (PCDPPP), based in Antigua, was involved with other agencies in disaster preparedness and prevention training including search and rescue. A regional seminar on search and rescue was planned to be held in October 1984. Invitations would be sent to the various Caribbean States in due course.

6.7 The Meeting expressed the opinion that SAR training and simulation exercises between neighbouring States would also be useful and that bilateral discussions for this purpose should be held. It was also considered useful that visits to search and rescue facilities of neighbouring countries' facilities should take place to enhance regional co-ordination of search and rescue services and solve problems.

7 TECHNICAL ASSISTANCE FOR SEARCH AND RESCUE FACILITIES

7.1 The Meeting was informed that in order to improve search and rescue services in their areas of responsibilities, some States required additional search and rescue facilities.

7.2 For this purpose the Meeting adopted the resolution, attached at annex 7, on Technical Assistance for Search and Rescue Facilities which urges States, whether situated in the Caribbean or outside that region, to assist Caribbean countries requiring such assistance to improve their search and rescue services. The Secretary-General of IMO was invited to seek ways and means of securing the necessary funds and assistance for this purpose.

8 OTHER MATTERS

8.1 Expressions of appreciation

8.1.1 The Meeting expressed its sincere appreciation to the Government of Venezuela for its hospitality and excellent facilities provided and for the visit to the Rescue Co-ordination Centre at Maiquetia Airport, Caracas, where information was given on the procedures and methods of providing search and rescue services in the Venezuelan search and rescue region.

8.1.2 The Meeting was closed by Vice-Admiral Haroldo Rodriguez Figueroa.

ANNEX 1

**AGENDA OF THE FINAL MEETING
ON CARIBBEAN MARITIME SEARCH AND RESCUE**

- 1 Election of Chairman
- 2 Adoption of Agenda
- 3 Consideration of outstanding matters:
 - .1 Establishment of provisional areas of responsibility for search and rescue co-ordination
 - .2 Identification of required facilities and equipment
 - .3 Identification of training requirements
- 4 Adoption of a Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area
- 5 Ratification of or accession to the International Convention on Maritime Search and Rescue, 1979
- 6 Adoption of resolutions
- 7 Other matters
- 8 Report of the Final Meeting

ANNEX 2

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE GREATER CARIBBEAN AREA

The Final Meeting on Caribbean Maritime Search and Rescue,

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to establish an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea,

RECOGNIZING the continuing high level co-operation among Caribbean States to establish a search and rescue plan in the area, as part of this international plan,

NOTING that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979 requires each search and rescue region to be established by agreement among the Parties concerned,

NOTING ALSO that paragraph 2.1.5 of the Annex to the said Convention provides that in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto which provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States,

RESOLVES TO:

1. RECOMMEND the States concerned to adopt the Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area, annexed hereto;
2. INVITE the Secretary-General of the International Maritime Organization to bring the Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area to the attention of all Governments concerned; and
3. INVITE all States concerned to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to keep the Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area up-to-date.

ANNEX

**PROVISIONAL MARITIME SEARCH AND RESCUE PLAN
FOR THE GREATER CARIBBEAN AREA****INTRODUCTION**

The Provisional Maritime Search and Rescue Plan for the Greater Caribbean area was prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Final Meeting on Caribbean Maritime Search and Rescue, Caracas, 1984 and is subject to adoption by the States concerned.

The Plan consists of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a Table of search and rescue facilities available including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 Associated Coast Radio Stations and Aeronautical Rescue Co-ordination Centres;
 - .2.3 the nearest Coast Earth Station in the INMARSAT system;
 - .2.4 communications available to the Maritime Rescue Co-ordination Centre and Rescue Sub-Centres;
 - .2.5 Rescue units and other services available to the rescue centres; and
 - .2.6 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of the IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Final Meeting was unable to reach agreement on the areas of responsibility of Caribbean countries which did not attend the Meeting and, without prejudice to the rights of those States, accepted the provisional areas of responsibility of neighbouring States. The countries concerned, Dominican Republic, Honduras and Panama, have been invited to either approve and accept the limits recommended by the Meeting or to seek bilateral agreement on changes with their neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR): an area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC): a unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC): a unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area within a search and rescue region.

Maritime rescue co-ordination centre (MRCC): an RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC): an RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC): an RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC): an RSC responsible for aeronautical search and rescue incidents.

Extra long range aircraft (ELR): aircraft with a radius of action of 750 n.m. plus 2½ hours search time remaining.

Very long range aircraft (VLR): aircraft with a radius of action of 1,000 n.m. plus 2½ hours search time remaining.

Long range aircraft (LRG): aircraft with a radius of action of 750 n.m. plus 2½ hours search time remaining.

Medium range aircraft (MRG): aircraft with a radius of action of 400 n.m. plus 2½ hours search time remaining.

Short range aircraft (SRG): aircraft with a radius of action of 150 n.m. plus 2½ hours search time remaining.

Heavy helicopter (HEL-H): helicopter with the capacity of evacuating more than 15 persons and an endurance of more than 3½ hours.

Medium helicopter (HEL-M): helicopter with the capacity of evacuating 3 to 15 persons and an endurance of more than 2 to 3½ hours.

Light helicopter (HEL-L): helicopter with the maximum capacity of evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV^{*}): long range seagoing craft.

Rescue boat (RB^{*}): short range coastal/river craft.

Coast earth station (CES): an INMARSAT communication station on the surface of the earth.

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system ^{**}
ARCC	Aeronautical rescue co-ordination centre
ATC	Air traffic control
CES	Coast earth station
CS	Call sign
CRS	Coast radio station
DF	Direction finding (finder)
ELR	Extra long range aircraft
EPIRB	Emergency position-indicating radio beacon
FIC	Flight information centre
FIR	Flight information region
FT	Feet
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
ICAO	International Civil Aviation Organization
IMO	International Maritime Organization
IRB	Inflated rescue boat
KT(s)	Knot(s)
LRG	Long range aircraft
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
NM	Nautical miles
PB	Patrol boat
PRU	Parachute rescue units
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre

^{*} Speed should be inserted, e.g. "RV(10)".

^{**} When indicated it means that ship position information is available from the system.

RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft

2 TABLE OF SAR FACILITIES

2.1 ANTIGUA & BARBUDA

NATIONAL SAR AGENCY: Royal Police Force of Antigua and Barbuda, Police Headquarters

MAILING ADDRESS: American Road,
St. Johns, Antigua W.I

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC PORT DE FRANCE (French Antilles)						
MRSC Marine Branch Royal Police Force of Antigua & Barbuda c/o Commissioner of Police		Coolidge International Airport	tel: 20125 20126 20127 Telex: Being fitted. In the meantime, messages can be sent through the Ministry of Foreign Affairs to the Commissioner of Police. <u>Telex: 393-2122</u> <u>A/B – AK 2122</u>	-	-	New Coast Guard vessel to be obtained during May 1984.

2.2 BAHAMAS

NATIONAL SAR AGENCY: (None: BASRA serves as Point of Contact)

1	2	3	4	5	6	7
MRCC NASSAU BASRA HQ (Bahamas Air Sea Rescue Association)						
	a) Nassau (CGN) Morton, Inagua Radio (C6L8) b) Southbury, Connecticut	ARCC Miami	tel: 809-325-8864(business) 809-325-2737(business) 809-322-3877 (24 hrs) <u>A/B</u> VHF-FM CH.16 (1568 MHz) and MF 2182 kHz Citizen Band (CB) CH. BASRA may be reached through harbour control	All are local private units; and one fixed wing SRG.	BASRA can be reached through Nassau and Freeport Harbour control	BASRA is a volunteer organization response to SAR in the vicinity of Bahamas. Close liaison is maintained with US Coast Guard MRCC at Miami.

2.3 BARBADOS

NATIONAL SAR AGENCY: Barbados Defence Force (Coast Guard)

MAILING ADDRESS: HQ Barbados Defence Force

St. Ann's Fort, St. Michael, Barbados

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC TRINIDAD (TTCG)						
MRSC BARBADOS						
Barbados Defence Force (BDF)	a) Radio: 2182 kHz (BDF) VHF Ch 16 (156.8 MHz) Barbados Radio: Commercial Stn 2182 kHz VHF Ch 16 (156.8 MHz) b) Southbury, Connecticut	Aeronautical RSC: Grantley Adams International Airport	MRSC: tel: (809) 427-1039 (809) 427-8819 Telex: Installed April 1984 ARSC: tel: (809) 428-7101 Telex: 2312 CIVILAV WB Radio: 129.35 MHz 128.85 MHz 121.90 MHz 121.50 MHz 121.20 MHz 120.70 MHz 118.70 MHz Aeronautical Fixed Telecommunication Network MKPBYA	At Bridgetown: 1 fast patrol boat (37.5 m) 2 offshore rescue boats (22 m) 1 offshore rescue boat (18 m) 1 inshore rescue boat (12 m)	At Grantley Adams International Airport: 1 fixed wing (CESSNA 402) aircraft. Endurance 4 hrs.	

2.4 BRITISH VIRGIN ISLANDS

NATIONAL SAR AGENCY: Royal Virgin Island Police Force.

MAILING ADDRESS: Royal Virgin Islands Police Force, Road Town, Tortola.

1	2	3	4	5	6	7
MRCC SAN JUAN						
TORTOLA Royal Virgin Islands Police Force	a) Coast Guard via San Juan (NMR). b) Southbury, Connecticut	San Juan	tel: 809 494 3422 Telex: A/B Radio: UHF-FM CH 16 (156.8 MHz) VHF call sign "Tortola Radio"	RB (1RB 13 m) (2 PB 7 m)	Chase boats from charter companies on call.	Virgin Island Search and Rescue Organization (VIRSAR) being formed. VIRSAR will be a voluntary organization.

2.5 CAYMAN ISLANDS

NATIONAL SAR AGENCY: Port Authority

MAILING ADDRESS: Port Authority, Box 1358

Harbour Drive, Georgetown, Grand Cayman.

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC PORT AUTHORITY	a) USCG Miami b) -	ARCC Owen Roberts Airport Georgetown Grand Cayman	Port Authority (809) 049-4354 (809) 049-2228 <u>(809) 049-2055</u> Civil Aviation <u>(809) 949-2811</u> Police <u>(809) 949-4222</u> Fire Service Rescue Boat <u>(809) 949-2276</u> Government Administration (809)949-4844 extn.190	2 Spotter Planes 2 and 3 hours <u>duration</u> 6 PB/IRB 13 to 55 Foot	Local SAR Association	

2.6 COLOMBIA

NATIONAL SAR AGENCY: Cuerpo de Guardacostas de Colombia

MAILING ADDRESS: Commandante Cuerpo de Guardacostas F.N.A., Cartagena, Bolivar

1	2	3	4	5	6	7
NATIONAL RCC BOGOTA	a) DICOM-ARC Bogota D.E. b) -	-	tel: 244 7549 (24 hrs) 244 9982 (24 hrs) 266 9300 Extn.429 (business hrs) Telex: 440821 440822, 440823	-	Operations Centre	The COA Military Operations Centre Bogota operates 24 hours a day to co-ordinate SAR operations
MRCC CARTAGENA	a) Communications Centre BNI – Cartagena frequencies used with SAR units: HF 10,714 kHz 4,057.5 kHz VHF Ch 16 UHF 277.8 Radio station FNA Cartagena.	ARCC Cartagena	tel: 40205 (24 hrs) 40220 (24 hrs) Extn: 110/111 40225 (business hrs) Telex: 440271 440279	RV (12)	The Vikingos Fishing Company in Cartagena will assist with its vessels when required	The Navy COFA operations centre operates 24 hours a day to co- ordinate SAR operations

COLOMBIA (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
CARTAGENA (cont'd)	Permanent watch maintained on: 500 kHz 2182 kHz 8364 kHz 156.8 kHz 121.5 kHz b) -				Naval vessels maintain permanent watch on the frequency listed in column 2	
MRSC SAN ANDRES	a) Communications Centre San Andres Naval district Tele- communications San Andres b) -	-	tel: 3439 3055	RV (8) MRG	-	-
MRSC TURBO	a) Radio Station Turbo Naval district Harbour Master Turbo	-	-	RV (8)	-	-
MRSC COVENAS	Communication Centre Naval Base Covenas	-	-	RV (8)	-	-

2.7 COSTA RICA

NATIONAL SAR AGENCY: Ministerio de Seguridad Publica

1	2	3	4	5	6	7
MRCC LIMON	-	-	tel: 58 01 92	RB	-	Will, if necessary, generally have support units available.

2.8 CUBA

NATIONAL SAR AGENCY: Direccion de Seguridad Maritima
Ministerio del Transporte

MAILING ADDRESS: Avenida de Boyeros y Tulipan,
Cindad de la Nabana

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC HAVANA* (Empress Antillana de Salvamento) Casablanca, Habana, Cuba	a) Havana (CLA)	ARCC La Habana	tel: 6-5533 Telex: 511222 ANSAV CU Radio: VHF CH 16/14/6 SSB: Tx. 4143,6 kHz 6218,6 kHz 8291,1 kHz 8737,5 kHz 13141,1 kHz Rx. 4143,6 kHz 6218,6 kHz 8291,1 kHz 8213,6 kHz 12370,3 kHz Watching: 500 kHz 2182 kHz 8364 kHz	RV (12) RB (15)	HEL-M HEL-L Commercial Craft All kinds of medical assistance.	*Interim Centre Cuban SAR Organization being formed by Maritime Safety Committee, Ministry of Transportation

2.9 FRANCE (Antilles and Guyane)

NATIONAL SAR AGENCY: Organisme d'études et de coordination pour la recherche et le sauvetage en mer (SECMAR) –
Mission Interministérielle de la mer.

MAILING ADDRESS: 9 rue Georges Picard,
75015 PARIS

1	2	3	4	5	6	7
MRCC FORT DE FRANCE (French Navy)	a) CRS Fort de France Radio (FFP) b) CES Connecticut	ARSC Fort de France Le Lamentin	tel: 71 72 07 Ext. 122 Telex: 912 452 MR	Navy RV 46 m (patrol ship) RV 37 m (patrol ship) RV 90 m (landing ship) ULR Martinique (not permanent) Air Force VLR Guadeloupe Hel M Guadeloupe Hel M Guyane	-	

FRANCE (Antilles and Guyane) (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRSC MARTINIQUE FORT DE FRANCE (Maritime affairs)	a) CRS Fort de France Radio (FFP)	ARSC Fort de France Le Lamentin	tel: 71 92 05 Telex: AFMAR 912646 MR	RB 14 m RB 13 m RB 10 m Hel L	SRG	
MRSC GUADELOUPE POINTE A PITRE (Maritime affairs)	a) CRS Pointe à Pitre/ Radio (FFQ)	ARSC Pointe à Pitre Le Raizet	tel: 82 91 08 Telex: AFMAR 919858 GL	RV 23 m (Navy) RB 13 m RB 10 m Hel L	SRG	
MRSC F. GUYANA (Maritime affairs)	a) CRS Cayenne Radio (FFJ)	ARSC Cayenne Rochambeau	tel: 30 44 44 Telex: AFMAR 910568 FG	RV 23 m (Navy) RB 14 m RB 13 m RB 11 m Hel L	SRG	

2.10 GRENADA

NATIONAL SAR AGENCY: Grenada Coast Guard

MAILING ADDRESS: Harbour Master, Grenada

1	2	3	4	5	6	7
MRCC TRINIDAD (TTCG) Trinidad & Tobago Coast Guard						
MRSC GRENADA Grenada Coast Guard	Nil	ARCC Piarco P.O.S. Trinidad	1) Grenada Coast Guard 2) Mr. Dod Gorman tel: 2508	Grenada Coast Guard 1 x Patrol Boat RB (50 ft.) 2 x Patrol Boats RB (30 ft.)	Rotary Club Volunteers. Private yacht when available. Co-ordinated by Dod Gorman Grenada Yacht Services.	USCG will assist SAR operations if called upon.

2.11 GUATEMALA

NATIONAL SAR AGENCY: Sistema de Búsqueda y Salvamento

MAILING ADDRESS: Estado Mayor de la Defensa Nacional,
Palacio Nacional, Guatemala City, Centro America.

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC ATLANTIC NAVAL BASE	Marine traffic control pilot station.	General Co-ordination centre, Guatemala City.	SAR Maritime Traffic Control. tel: 480 102 Puerto Barrios air traffic control tower tel: 480 238 General SAR Co-ordination Centre, Guatemala City. Telex: 4159 COMGUA GU Guatemala	RV RB PRU HEL - L SRG MRG	-	Secondary rescue units on request.

2.12 GUYANA

NATIONAL SAR AGENCY: Headquarters Maritime Corps, Guyana
Defence Force, GeorgetownMAILING ADDRESS: Headquarters Maritime Corps, Guyana
Defence Force, Georgetown

1	2	3	4	5	6	7
MRCC GEORGETOWN Headquarters Maritime Corps Guyana Defence Corps	a) CRS Demerara Radio call sign: 8RB	Air Corps Timehri International Airport	RCC tel: 02-68410 02-60570 02-60579 Telex: NATSERV 2271 VHF: CH 16 MF: 2182 kHz Georgetown Lighthouse tel: 02-69871 VHF: CH 16 MF: 2738 kHz SSB: 8281-2 kHz CRS: Demerara Radio C/S 8RB tel: 02-63102 HF: 2182 kHz	Surface Craft 3 x PB 1 x RB 3 x IRB Air Craft Bell 206 Hel Bell 212 Hel Islander (2)	a) Tugs b) Commercial craft c) 4 Pilot cutters d) Private aircraft	Facilities on standby 24 hours

2.13 **HAITI**

NATIONAL SAR AGENCY: Service Maritime et de la Navigation d'Haiti (Semanah)

MAILING ADDRESS: Blvd. de la Saline, P.O. Box 724-1563

Port-au-Prince, Haiti

tel: 26336-24773

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC SEMANAH Port-au-Prince Marine Haitienne Port-au-Prince, Haiti	USCG San Juan USCG Miami	ARCC San Juan Miami	tel: (1509) 26336 (1509) 24773 Telex: 2030513 A/B Semanah Radio: VHF CH 12 CH 16 SSB 2182 kHz 4125 kHz tel: (509) 40138 (509) 40533 (509) 40535	SRG HEL-L RV – (18) RB – (20)	Radio Haiti Amateur Association	

2.14 **JAMAICA**

NATIONAL SAR AGENCY: Jamaica Defence Force Coast Guard

MAILING ADDRESS: Commanding Officer, JDF Coast Guard

Kingston 1, Jamaica

1	2	3	4	5	6	7
MRCC KINGSTON Agency: Coast Guard	a) Coast Guard Kingston 6YX b) Kingston Radio 6YI (commercial)	ARCC Kingston RCC Norman Manley International Airport	tel: 809-924-8873-4 (Coast Guard Kingston) AFTN AT ARCC MK JKZQ tel: 809-924-8054 809-924-8329	Patrol Boat PB 1 x PB 26 m or 1 x PB 35 m and 1 x PB 13 m 1 x MRG (Beach King Air) 2 x SRG-MRG (BN 2A) 1 x HEL-L (requires helipad or safe landing area)	Coast Guard Kingston has VHF, telephone link with ARCC Kingston Coast Guard Kingston has VHF, HF and telephone link with Kingston radio.	

2.15 MEXICO

NATIONAL SAR AGENCY: Mexican Navy

MAILING ADDRESS:

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
						All sections of the Mexican Navy in the Caribbean Area are linked by radio and telephone.
MRCC MADERO Commander Mexican Navy Naval Zone.	Radio Tampico (XFS)	-	tel: 5-79-08 5-79-15	Seagoing surface vessels. Inshore patrol boats.	-	Secondary rescue units available if necessary.
MRSC MUTAMOROS Mexican Navy Commander Naval Sector.	Radio Tampico (XFS)	-	tel: 2-20-12 Telex: 035-613	-	-	-
MRCC VERACRUZ Mexican Navy Commander Naval Zone	Radio Veracruz (XFU)	-	tel: 2-31-45 2-36-15 Telex: 015-1648	Seagoing surface vessels. Inshore patrol boats. Seaplanes. Helicopters.	-	Secondary rescue units available if necessary.
MRSC TUXPAN Mexican Navy Commander Naval Sector	Radio Tampico (XFS)	-	tel: 4-04-33 4-10-43	Inshore patrol boats.	-	Secondary rescue units available if available.
MRCC COATZACOLCOS Mexican Navy Commander Naval Zone	Radio Coatzacoalcos (XFF)	-	tel: 2-17-50 Telex: 078-324	Seagoing surface ships. Inshore patrol boats.	-	Secondary rescue units available if required.

MEXICO (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC CHETUMAL	Radio Chetumal (XFP)	-	tel: 2-01-96 Telex: 075-3112	Inshore patrol boats.	-	Secondary rescue units available if necessary.
MRSC MUJERES Is. Mexican Navy Commander Naval Sector	Radio Cozumel (XFC)	-	tel: 2-01-34 2-01-96	Seagoing surface vessels. Helicopters carried on board if necessary. Inshore patrol boats. Seaplanes.	-	Secondary rescue units available if necessary.
MRSC COZUMEL Is. Mexican Navy Commander Naval Sector	Radio Cozumel (XFC)	-	-	Seagoing surface vessels. Helicopters carried on board if necessary. Inshore patrol boats.	-	Secondary rescue units available if necessary.

2.16 MONTSERRAT

NATIONAL SAR AGENCY: Air/Sea SAR Committee

MAILING ADDRESS: c/o ROMAC Montserrat Police Force
Plymouth, Montserrat

1	2	3	4	5	6	7
MRCC FORT DE FRANCE (French Antilles)						
MRCC MONTSERRAT	a) NIC	ARCC Trinidad	809-491-2555 (24 hrs.) 809-491-2791 809-491-4229 (sunrise to sunset) Radio 156.8 MHz (CH 16) AFTN Address MKPMYC	1 x RB (32) 1 x RB (25)	Private Boats on request (2) Private account on request	
Search and Rescue Committee	b) Southbury Connecticut					

2.17 NETHERLANDS ANTILLES

NATIONAL SAR AGENCY: 336 Squadron, Royal Netherlands Air Force

MAILING ADDRESS: Airfield Hato Curacao, N.A.

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC/RCC CURACAO manned/operated by 336 Squadron	a) Curacao Radio (PJC) b) -	ARCC Curacao	tel: RCC/MRCC 81628 (24 hrs) Harbour Office 612239 Policy SAR matters 614380 Telex: RCC Curacao via Naval Communications Centre Telex: 390-1040 (24 hrs) Radio: VHF: CH 16 (156.8 MHz) UMF: 243.0 MHz HF: 2182 kHz	a) 2 F27 maritime MRG b) 5 Auxiliary single/ multi-engined aircraft operated by CITRO Curacao c) 2 Auxiliary single engined aircraft by CITRO, Aruba d) Periodic frigate e) 4 naval/commercial tugboats, Curacao f) 1 CITRO tugboat and 10 auxiliary vessels, Curacao g) 1 lifeboat (motor) and 4 auxiliary vessels, Aruba h) Pilot boat Bonaire i) 2 commercial tugboats, Aruba	a) Med assistance Naval Base Parera and Civil Defence b) Naval/Commercial/ Private-divers available c) Commercial salvage companies on Aruba/Bonaire/ Curacao d) Control of oil spills e) Heavy lift capacity up to 250 tons	
MRSC ARUBA						

2.18 NICARAGUA

NATIONAL SAR AGENCY: Fuerza Aerea Sandinista y Defensa Anti Aerea (FASDAA)

MAILING ADDRESS: Contiguo Aeropuerto International
Augusto Cesar, Sandino

1	2	3	4	5	6	7
MRCC AUGUSTO CESAR SANDINO INTER- NATIONAL AIRPORT	None	Air Force (FASDAA)	MRCC tel: 31165 31724 31602 (Ext. 40)	HEL-H RB MRG	Other small units (tugs etc.) available if needed.	-
MRSC PUERTO CABEZAS			MRSC Puerto Cabezas tel: 56315			

NICARAGUA (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7

MRCC
BLUEFIELDS

Bluefields
tel: 08244
Control Tower
Managua
tel: 31765
Telex: 1308 AEROCIVI

2.19 ST. VINCENT AND THE GRENADINES

NATIONAL SAR AGENCY: St. Vincent and the Grenadines Coastguard Service.

MAILING ADDRESS: c/o Royal St. Vincent Police Force,
P.O. Box 835 Kingstown,
St. Vincent and the Grenadines.

1	2	3	4	5	6	7
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MRSC*

St. Vincent and the
Grenadines Coastguard
Service,
c/o Royal St. Vincent
Police Force,
P.O. Box 835,
Kingstown, St. Vincent

a) St. Vincent Signal
Station (ZQS)
(Channel 16
VHF 158.8 MHz)

ARCC**

Arnos Vale Airport

tel: 71211, Ext. 26
Telex: 7531 Foreign VQ
(Attn. Commander of the
Coastguard)

1 x RV (25)
2 x RB (20)

* The coastguard service
is a newly established
organization hence this
information may be
amended or changed.
** Yet to be officially
designated as RSC.

2.20 REPUBLIC OF SURINAME

NATIONAL SAR AGENCY: Ministry of Areas, Forces and Police

MAILING ADDRESS: Gravenstraat 52-54
Paramaibo, Suriname.

1	2	3	4	5	6	7
---	---	---	---	---	---	---

PARAMAIBO
Marine Harbour and
National Navigation
Service

a) Paramaibo Radio
(PZN)

Zanderij International
Airport Zorg & Hoop

CRS tel: 74700
Selective calling Direct-
printing telegraphy
Radio telephone service

2 patrol vessels

4 fixed wing aircraft

No
(will be required soon)

No

2.21 TRINIDAD AND TOBAGO

NATIONAL SAR AGENCY: Trinidad and Tobago Coast Guard.

MAILING ADDRESS: Staubles Bay,
Chaguaramas, Trinidad.

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC TRINIDAD (TTCG) Operated by the Trinidad and Tobago Coast Guard on a 24-hour basis.	a) North Post Radio (9YL) b) Nil	ARCC M.K.P.P. Piarco	tel: 62-54939 63-74402 62-51021 Ext.435, 438, 439, 440 Radio VHF: 156.8 MHz 121.5 MHz 243.0 MHz MF: 500 kHz 2182 kHz HF: 8364 kHz	2 x 40 m. FPB 2 x 33 m. FPB 5 x 17 m. PB 1 x 15 m. Utility 4 x 9 m. Open Boats	Harbour Master 1 x 17 m 3 x 15 m Police 2 x 20 m FPB 3 x 15 m FPB Air Division of the Ministry of National Security 2 x Gazelle Hel's 2 x Sikosky Hel's Port Authority 2 x Ocean Going Tugs	Private boats and aircraft on request. 24 hours ambulance service: Red Cross, St. John's Ambulance. General Hospital T. & T. Regiment T. & T. Coast Guard Fire Services

2.22 TURKS AND CAICOS ISLANDS

NATIONAL SAR AGENCY: Turks and Caicos Rescue Squadron (inactive)

MAILING ADDRESS: Police Headquarters, Airport Road, Grand Turk
Turks & Caicos Island

1	2	3	4	5	6	7
GRAND TURK (SAR alerting through police)	a) San Juan Puerto Rico	ARCC San Juan	tel: (809-996) 2299 (809-996) 2399 (809-996) 2499	Police 1) IRB 16 ft. 70 hp. 1) PB/RB 42 ft. 1) PB/RB 40 ft.	Chartered aircraft from local airline when necessary.	Within San Juan ICAO SAR region.
U.S. Coast Guard, Miami	b) Southbury, Connecticut.		Telex: T.Q. 8212 Radio VHF with all marine frequency channels. CH 16 monitored 24 hrs daily. SSB equipped with distress frequencies 2182 and 4125 kHz.			

2.23 UNITED STATES

NATIONAL SAR AGENCY: United States Coast Guard.

MAILING ADDRESS: Commandant (G-OSR), U.S. Coast Guard,
2100 2nd Street, S.W. Washington, D.C. 20593
tel: (202) 426-1932

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC SAN JUAN Agency: Coast Guard (Commander Coast Guard, Greater Antilles Section).	a) Coast Guard San Juan (NMR) Loiza (WCT) Ponce Playa (KRV) b) Southbury, Connecticut.	ARCC San Juan ARCC (same unit)	tel: 809-722-2943 Telex: 36 5228 A/B COSTGRD	ELR* HEL-H RV (8-20)	AMVER	*On deployment. Secondary rescue units usually available if needed.
MRCC MIAMI Agency: U.S. Coast Guard (Commander 7th Coast Guard District).	a) Coast Guard Miami (NMA) Miamia (WOR) b) CES: Southbury, Connecticut.	ARCC Miami ARCC (same unit)	tel: 305 350-5614 Telex: 80 3009 A/B USCG MIA	ELR MRG HEL-L HEL-M	AMVER	Secondary rescue units usually available if needed.
MRCC NEW ORLEANS Agency: U.S. Coast Guard (Commander 8th Coast Guard District).	a) Coast Guard New Orleans (WAK) Slidell (WNU) Mobile (WLO) Tampa (WFA) Tampa (WPD) b) CES: Southbury, Connecticut.	ARCC New Orleans ARCC (same unit)	tel: 504 682-6225 Telex: 6823967 A/B USCG NLN 584197 A/B USCG NLN	ELR* MRG HEL-L HEL-H RV (8-20)	AMVER	*On deployment. Secondary rescue units usually available if needed. COSPAS/SARSAT now in demonstration and evaluation stage. Operational use is limited until 1985.

2.24 VENEZUELA

NATIONAL SAR AGENCY: Ministry of Transport and Communications

MAILING ADDRESS:

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
RCC (National) MAIQUETIA Ministry of Transport and Communications	a) Maiquetia	Maiquetia	tel: 031-22.372 02-525909 031-26.701 Telex: 31.172 31.177 AFTN: MVMIYC	HEL-L* AAM *		* Useable throughout national territory.
	MRCC-Escuela Nautica Catia La Mar YXW-3	Maiquetia	Telex: 31.154-MTCES	2 x RB (12)	Notices to Mariners	
	Las Piedras YV5 QQ	Maracaibo	Telex: 54.119-MTC CAPTOVE	-	Notices to Mariners	
	Puerto Sucre	Barcelona	tel: 093-24.411	1 x RB (12)		
	Pampatar	Barcelona	Telex: 95.106 MTC PAM VE	-	Notices to Mariners	
	Ciudad Bolivar	Ciudad Guyana	tel: (085)20.710	1 x RB		

2.25 VENEZUELA

NATIONAL SAR AGENCY: ARMADA

MAILING ADDRESS: Coast Guard Service
Marina – 01, Caracas.

1	2	3	4	5	6	7
MRCC LA GUAIRA (Coast Guard Service)	Punto Fijo (Patrol Squadron)	Maracaibo (MCMC)	tel: (069) 4166 (ext.204) Telex: 21168	RV (25+)	Maracaibo Airport Hospital	
	Puerto Cabello (Squadron Commander)	Maiquetia (MUMI)	tel: 042-2794 042-5943 Telex: 21168	RV (25+) RV (10) RB (12) HEL-M AAM USP	Maiquetia Airport Hospital	

VENEZUELA (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
	La Guaira (Coast Guard Service)		tel: 032-22891 032-27387 Telex: 21168	RV (20+) RV (10) RB (20) RB (15) RB (10) USP AAM		
	Puerto Hierro (Naval station)		Telex: 21168	RV (25+)		

2.26 VENEZUELA

NATIONAL SAR AGENCY: National Guard

MAILING ADDRESS: Coast Guard Service
Marina – 01, Caracas.

1	2	3	4	5	6	7
CARACAS (National Guard) (COVICOFAC) tel: 02-6626515	La Guaira		tel: (031) 21293	RB (20)	-	
	Puerto Cabello	Maiquetia	tel: (042) 63083			
	Maracaibo		tel: (061) 614149	RB (20)	-	
	Amuay		-			
	Punta Meta		tel: (081) 95973	RB (20)	-	
	Carupano Porlamar		tel: (095) 32893		-	
	Guiria		tel: (094) 81944	RB (20)		
	d 1) Pta. Barima		-		-	

3 DETAILS OF PROVISIONAL AREAS OF RESPONSIBILITY FOR MARITIME SEARCH AND RESCUE

3.1 Bahamas

Within the area bounded by a line connecting the following geographical positions:

24° 00' .0 N.,	80° 30' .0 W.
23° 40' .0 N.,	80° 30' .0 W.
QUINCHOS CAY	
CAY LOBOS	
CAY SANTO DOMINGO	
21° 30' .0 N.,	75° 00' .0 W.
20° 25' .0 N.,	73° 00' .0 W.
20° 25' .0 N.,	70° 00' .0 W.
21° 45' .0 N.,	70° 00' .0 W.
27° 00' .0 N.,	76° 00' .0 W.
28° 20' .0 N.,	79° 25' .0 W.
25° 40' .0 N.,	79° 25' .0 W.

3.2 Belize

Within the area bounded by a line connecting the following geographical positions:

Boca Bacaloea Chico	(18° 11' .5 N.,	87° 52' .5 W.(approx.))
17° 55' .0 N.,	87° 26' .0 W.	
17° 47' .0 N.,	86° 08' .0 W.	
16° 21' .0 N.,	87° 28' .0 W.	
16° 21' .0 N.,	87° 36' .0 W.	
16° 10' .0 N.,	88° 15' .0 W.	
Grass Cay		
Boundary with Guatemala	(15° 54' .0 N.,	88° 55' .0 W.(approx.))

3.3 Cayman Islands

Within the area bounded by a line connecting the following geographical positions:

19° 00' .0 N.,	79° 00' .0 W.
20° 00' .0 N.,	79° 00' .0 W.
20° 00' .0 N.,	83° 00' .0 W.
19° 32' .0 N.,	84° 38' .0 W.
19° 00' .0 N.,	83° 00' .0 W.
17° 35' .0 N.,	82° 05' .0 W.
19° 00' .0 N.,	82° 05' .0 W.

3.4 Colombia

Within the area bounded by a line connecting the following geographical positions:

Boundary with Panama (08° 39' .0 N., 77° 31' .5 W.(approx.))

09° 19' .5 N.,	77° 03' .0 W.
12° 27' .5 N.,	77° 51' .0 W.
12° 01' .5 N.,	79° 19' .0 W.
10° 49' .0 N.,	81° 12' .0 W.
10° 55' .0 N.,	81° 40' .5 W.
10° 58' .0 N.,	81° 42' .0 W.
13° 07' .0 N.,	82° 30' .0 W.
14° 38' .0 N.,	81° 31' .0 W.
15° 44' .0 N.,	82° 02' .0 W.
16° 48' .0 N.,	81° 19' .5 W.
16° 55' .0 N.,	80° 25' .0 W.
16° 25' .0 N.,	79° 20' .0 W.
15° 25' .0 N.,	77° 55' .0 W.
14° 15' .0 N.,	76° 30' .0 W.
14° 42' .0 N.,	75° 00' .0 W.
14° 42' .0 N.,	74° 00' .0 W.
14° 20' .0 N.,	74° 00' .0 W.
12° 30' .0 N.,	71° 25' .0 W.
12° 00' .0 N.,	71° 00' .0 W.

Boundary with Venezuela (11° 52' .0 N., 71° 20' .0 W.(approx.))

3.5 Costa Rica

Within the area bounded by a line connecting the following geographical positions:

Boundary with Nicaragua (11° 13' .0 N., 83° 39' .0 W.(approx.))

11° 09' .0 N.,	82° 45' .0 W.
11° 05' .0 N.,	81° 58' .0 W.
10° 58' .0 N.,	81° 42' .0 W.
10° 55' .0 N.,	81° 40' .5 W.

Boundary with Panama (09° 35' .7 N., 82° 33' .0 W.(approx.))

3.6 Cuba

Within the area bounded by a line connecting the following geographical positions:

20° 25' .0 N.,	73° 00' .0 W.
21° 30' .0 N.,	75° 00' .0 W.
CAY SANTO DOMINGO	
CAY LOBOS	
QUINCHOS CAY	
23° 40' .0 N.,	80° 30' .0 W.
24° 00' .0 N.,	80° 30' .0 W.
24° 00' .0 N.,	86° 35' .0 W.
21° 41' .0 N.,	85° 52' .0 W.
20° 40' .0 N.,	85° 32' .0 W.
19° 32' .0 N.,	84° 38' .0 W.

20° 00' .0 N.,	83° 00' .0 W.
20° 00' .0 N.,	79° 00' .0 W.
18° 27' .0 N.,	75° 03' .0 W.

3.7 **Curacao**

Within the area bounded by a line connecting the following geographical positions:

12° 30' .0 N.,	70° 30' .0 W.
12° 30' .0 N.,	71° 25' .0 W.
14° 20' .0 N.,	74° 00' .0 W.
16° 00' .0 N.,	74° 00' .0 W.
17° 00' .0 N.,	73° 00' .0 W.
17° 00' .0 N.,	71° 40' .0 W.
16° 00' .0 N.,	71° 40' .0 W.
16° 00' .0 N.,	68° 00' .0 W.
15° 41' .0 N.,	67° 04' .0 W.
11° 24' .0 N.,	67° 58' .0 W.

3.8 **Dominican Republic**

Within the area bounded by a line connecting the following geographical positions:

Boundary with Haiti (18° 00' .0 N., 71° 14' .5 W.(approx.))

17° 00' .0 N.,	71° 40' .0 W.
16° 00' .0 N.,	71° 40' .0 W.
16° 00' .0 N.,	68° 00' .0 W.
19° 00' .0 N.,	68° 00' .0 W.
20° 25' .0 N.,	70° 00' .0 W.
20° 25' .0 N.,	71° 40' .0 W.

Boundary with Haiti (19° 44' .5 N., 71° 45' .5 W (approx.))

3.9 **French Antilles**

Within the area bounded by a line connecting the following geographical positions:

19° 00' .0 N.,	63° 30' .0 W.
17° 00' .0 N.,	63° 30' .0 W.
16° 00' .0 N.,	62° 20' .0 W.
13° 30' .0 N.,	62° 20' .0 W.
13° 30' .0 N.,	60° 30' .0 W.
14° 10' .0 N.,	60° 30' .0 W.
14° 10' .0 N.,	48° 00' .0 W.
19° 00' .0 N.,	48° 00' .0 W.

3.10 French Guyana

Within the area bounded by a line connecting the following geographical positions:

05° 47' .0 N.,	54° 00' .0 W.
09° 20' .0 N.,	54° 00' .0 W.
10° 00' .0 N.,	48° 00' .0 W.
08° 35' .0 N.,	48° 00' .0 W.
04° 30' .5 N.,	51° 38' .2 W.

3.11 Guatemala

Within the area bounded by a line connecting the following geographical positions:

Boundary with Belize	(15° 54' .0 N.,	88° 55' .0 W.(approx.))
Grass Cay	16° 10' .0 N.,	88° 15' .0 W.
Boundary with Honduras	(15° 43' .8 N.,	88° 13' .3 W.(approx.))

3.12 Guyana Co-ordinates for SAR

Within the area bounded by a line connecting the following geographical positions:

06° 00' .0 N.,	57° 09' .0 W.
09° 15' .0 N.,	55° 45' .0 W.
09° 54' .0 N.,	56° 50' .0 W.
Boundary with Venezuela	(08° 31' .0 N., 59° 59' .0 W. (approx.))

3.13 Haiti

Within the area bounded by a line connecting the following geographical positions:

Boundary with the Dominican Republic	(19° 44' .5 N., 71° 44' .5 W (approx.))
20° 25' .0 N.,	71° 40' .0 W.
20° 25' .0 N.,	73° 00' .0 W.
18° 27' .0 N.,	75° 03' .0 W.
18° 00' .0 N.,	75° 03' .0 W.
18° 00' .0 N.,	74° 20' .0 W.
17° 00' .0 N.,	73° 00' .0 W.
17° 00' .0 N.,	71° 40' .0 W.
Boundary with Dominican Republic	(18° 00' .0 N., 71° 14' .5 W.(approx.))

3.14 Honduras

Within the area bounded by a line connecting the following geographical positions:

Boundary with Guatemala (15° 43'.8 N., 88° 13' .3 W.(approx.))

16° 10' .0 N., 88° 15' .0 W.

16° 21' .0 N., 87° 36' .0 W.

16° 21' .0 N., 87° 28' .0 W.

17° 47' .0 N., 86° 08' .0 W.

18° 09' .0 N., 85° 31' .0 W.

19° 08' .0 N., 85° 07' .0 W.

19° 32' .0 N., 84° 38' .0 W.

19° 00' .0 N., 83° 00' .0 W.

17° 35' .0 N., 82° 05' .0 W.

16° 48' .0 N., 81° 19' .5 W.

15° 44' .0 N., 82° 02' .0 W.

14° 49' .0 N., 82° 46' .5 W.

Boundary with Nicaragua (14° 59' .3 N., 83° 10' .5 W.(approx.))

3.15 Jamaica

Within the area bounded by a line connecting the following geographical positions:

18° 27' .0 N., 75° 03' .0 W.

18° 00' .0 N., 75° 03' .0 W.

18° 00' .0 N., 74° 20' .0 W.

17° 00' .0 N., 73° 00' .0 W.

16° 00' .0 N., 74° 00' .0 W.

14° 42' .0 N., 74° 00' .0 W.

14° 42' .0 N., 75° 00' .0 W.

14° 15' .0 N., 76° 30' .0 W.

15° 25' .0 N., 77° 55' .0 W.

16° 25' .0 N., 79° 20' .0 W.

16° 55' .0 N., 80° 25' .0 W.

16° 48' .0 N., 81° 19' .5 W.

17° 35' .0 N., 82° 05' .0 W.

19° 00' .0 N., 82° 05' .0 W.

19° 00' .0 N., 79° 00' .0 W.

20° 00' .0 N., 79° 00' .0 W.

3.16 Mexico

Within the area bounded by a line connecting the following geographical positions:

Boundary with United States (25° 59'.0 N., 97° 12'.0 W. (approx.))

25° 59'.0 N., 93° 26'.0 W.

25° 43'.0 N., 89° 12'.0 W.

25° 38'.0 N., 87° 20'.0 W.

24° 56'.0 N., 86° 56'.0 W.

24° 00'.0 N., 86° 35'.0 W.

21° 41'.0 N., 85° 52'.0 W.

20° 40'.0 N., 85° 32'.0 W.

19° 32'.0 N., 84° 38'.0 W.

19° 08'.0 N., 85° 07'.0 W.

18° 09'.0 N., 85° 31'.0 W.

17° 47'.0 N., 86° 08'.0 W.

17° 55'.0 N., 87° 26'.0 W.

Boca Bacaloa Chico (18° 11'.5 N., 87° 52'.5 W.(approx.))

3.17 Nicaragua

Within the area bounded by a line connecting the following geographical positions:

Boundary with Honduras (14° 59'.3 N., 83° 10'.5 W.(approx.))

14° 49'.0 N., 82° 46'.5 W.

15° 44'.0 N., 82° 02'.0 W.

14° 38'.0 N., 81° 31'.0 W.

13° 07'.0 N., 82° 30'.0 W.

10° 58'.0 N., 81° 42'.0 W.

11° 05'.0 N., 81° 58'.0 W.

11° 09'.0 N., 82° 45'.0 W.

Boundary with Costa Rica (11° 13'.0 N., 83° 39'.0 W.(approx.))

3.18 Panama

Within the area bounded by a line connecting the following geographical positions:

Boundary with Costa Rica (09° 35'.7 N., 82° 33'.0 W.(approx.))

10° 55'.0 N., 81° 40'.5 W.

10° 49'.0 N., 81° 12'.0 W.

12° 01'.5 N., 79° 19'.0 W.

12° 27'.5 N., 77° 51'.0 W.

09° 19'.5 N., 77° 03'.0 W.

Boundary with Colombia (08° 39'.0 N., 77° 31'.5 W.(approx.))

3.19 Suriname

Within the area bounded by a line connecting the following geographical positions:

06° 00' .0 N.,	57° 09' .0 W.
09° 16' .0 N.,	56° 33' .0 W.
08° 41' .0 N.,	52° 17' .0 W.
05° 44' .0 N.,	53° 58' .0 W.

3.20 Trinidad

Within the area bounded by a line connecting the following geographical positions:

11° 17' .0 N.,	56° 50' .0 W.
10° 00' .0 N.,	60° 00' .0 W.
09° 58' .7 N.,	61° 38' .0 W.
09° 58' .5 N.,	61° 56' .0 W.
10° 03' .5 N.,	62° 04' .7 W.
10° 45' .0 N.,	61° 47' .0 W.
11° 20' .0 N.,	61° 45' .0 W.
11° 45' .0 N.,	62° 25' .0 W.
13° 30' .0 N.,	62° 20' .0 W.
13° 30' .0 N.,	60° 30' .0 W.
14° 10' .0 N.,	60° 30' .0 W.
14° 10' .0 N.,	56° 50' .0 W.

3.21 United States

New Orleans

Within the area bounded by a line connecting the following geographical positions:

Boundary with Mexico (25° 59' .0 N., 97° 12' .0 W.(approx.))

25° 59' .0 N.,	93° 26' .0 W.
25° 43' .0 N.,	89° 12' .0 W.
25° 38' .0 N.,	87° 20' .0 W.
24° 56' .0 N.,	86° 56' .0 W.
24° 00' .0 N.,	86° 35' .0 W.
29° 59' .0 N.,	83° 50' .0 W.

Miami

Within the area bounded by a line connecting the following geographical positions:

29° 59' .0 N.,	83° 50' .0 W.
24° 00' .0 N.,	86° 35' .0 W.
24° 00' .0 N.,	80° 30' .0 W.
25° 40' .0 N.,	79° 25' .0 W.
28° 20' .0 N.,	79° 25' .0 W.
27° 00' .0 N.,	76° 00' .0 W.
21° 45' .0 N.,	70° 00' .0 W.
23° 35' .0 N.,	72° 06' .0 W.
29° 00' .0 N.,	69° 19' .0 W.
33° 51' .0 N.,	78° 32' .0 W.

San Juan

Within the area bounded by a line connecting the following geographical positions:

29° 00' .0 N.,	69° 19' .0 W.
19° 00' .0 N.,	62° 00' .0 W.
19° 00' .0 N.,	63° 30' .0 W.
17° 00' .0 N.,	63° 30' .0 W.
16° 00' .0 N.,	62° 20' .0 W.
16° 00' .0 N.,	65° 30' .0 W.
15° 41' .0 N.,	67° 04' .0 W.
16° 00' .0 N.,	68° 00' .0 W.
19° 00' .0 N.,	68° 00' .0 W.
20° 25' .0 N.,	70° 00' .0 W.
21° 45' .0 N.,	70° 00' .0 W.
13° 35' .0 N.,	72° 06' .0 W.

3.22 Venezuela

Within the area bounded by a line connecting the following geographical positions:

PUNTA PLAYA	(08° 31' .0 N., 59° 59' .0 W.(approx)).
09° 54' .0 N.,	56° 50' .0 W.
11° 17' .0 N.,	56° 50' .0 W.
10° 00' .0 N.,	60° 00' .0 W.
09° 58' .7 N.,	61° 38' .0 W.
09° 58' .5 N.,	61° 56' .0 W.
10° 03' .5 N.,	62° 04' .7 W.
10° 45' .0 N.,	61° 47' .0 W.
11° 20' .0 N.,	61° 45' .0 W.
11° 45' .0 N.,	62° 25' .0 W.
16° 00' .0 N.,	62° 20' .0 W.
16° 00' .0 N.,	65° 30' .0 W.
15° 41' .0 N.,	67° 04' .0 W.
11° 24' .0 N.,	67° 58' .0 W.
11° 24' .0 N.,	67° 58' .0 W.
12° 30' .0 N.,	70° 30' .0 W.
12° 30' .0 N.,	71° 25' .0 W.
12° 00' .0 N.,	71° 00' .0 W.
(Boundary with Colombia (11° 52' .0 N., 71° 20' .0 W. (approx.))	

ANNEX 3**ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION
OF SEARCH AND RESCUE SERVICES AND
CO-OPERATION BETWEEN STATES**

The Final Meeting on Caribbean Maritime Search and Rescue,

HAVING RECOMMENDED a Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area,

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

RESOLVES TO:

1. URGE States to establish such agreements or arrangements to facilitate and expedite the efficient conduct of search and rescue operations and to bring these to the attention of the Secretary-General of the International Maritime Organization;
2. INVITE the attention of those States seeking to establish such agreements or arrangements to the format of the example agreement annexed hereto; and
3. INVITE ALSO the Secretary-General of the International Maritime Organization to bring such agreements or arrangements to the attention of all Caribbean States.

ANNEX

**EXAMPLE OF
AN AGREEMENT OF CO-OPERATION RESPECTING MARITIME SEARCH
AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES**

Article 1 - Application

This Agreement applies to the co-operation between the Maritime Administrations of _____, hereinafter referred to as the Parties, in regard to search and rescue services within the maritime areas defined in Article

Article 2 - Jurisdiction

The present Agreement with its protocols and annexes will be construed in accordance with the international laws applicable in each case. No provision of the present Agreement with its protocols and annexes may be interpreted in a sense which may affect the obligations undertaken by the Parties in virtue of previously made agreements.

No provision in the present Agreement and its protocols and annexes shall prejudice present or future claims or legal views of any Party in relation to the nature and extension of maritime jurisdiction.

Article 3 - Alerting

Any request for assistance or participation from the search and rescue organization of another Party to this Agreement shall be made through the appropriate rescue co-ordination centre.

Article 4 - Co-ordination

Search and rescue operations within the areas of responsibility of the Parties to this Agreement shall be co-ordinated through their respective rescue co-ordination centres unless otherwise agreed at the time of the incident.

When necessary, the rescue co-ordination centres may agree on other forms of co-operation or distribution of work and responsibility. Limits between rescue areas shall in no respect be an obstacle to joint co-operation between the Parties in rescue operations.

Article 5 - Admission

Each Party to this Agreement shall make effective preparations to ensure that the maritime or aeronautical search and rescue organizations of the other Party are admitted into its territory for the purpose of giving practical effect to this Agreement. Admission shall be requested in accordance with the provisions of this Agreement to the rescue co-ordination centre of the respective Party, as provided in Article 3 of this Agreement.

Article 6 - Exchange of information

Parties shall exchange information on the location of rescue units and equipment, their availability and performance characteristics. They shall also exchange operational plans and lists of actions to be taken to deal with different types of incidents.

Article 7 - Exercises

Parties shall alternately arrange to carry out search and rescue exercises every year. These shall be based on simulated incidents with the objective of training the search and rescue organizations of each Party in working together and with aeronautical rescue organizations, if separate.

Article 8 - Meeting of representatives

Representatives of authorities responsible for the maritime search and rescue organizations of each Party shall meet as necessary, at least once a year, in order to promote co-operation and exchange information and experience.

The Parties shall hold regional conferences as necessary in order to maintain an effective co-ordination of SAR services in the region.

Article 9 - Languages

During joint search and rescue operations, exercises and meetings, the language used shall be

Article 10 - Cost of operations

Each Party shall pay its own costs arising from the implementation of this Agreement.

Article 11 - Entry into force and denunciation

This Agreement shall become effective one month after being signed by representatives of the responsible authorities of the Parties concerned. The Agreement shall remain in force for a Party until one month following its denunciation by that Party.

Article 12 - Amendments

- 1 Any Party shall be able to submit, through an instrument in writing to the depositary an amendment to this Agreement, its Protocols or Annexes.
- 2 The depositary shall transmit the amendments referred to in paragraph 1 to all Parties.

- 3 The amendment shall not enter into force if at any time within the 90—day period following the date of such transmission, a Party raises an objection to the proposed amendment.
- 4 If upon expiration of the 90-day period following the date of such transmission no Party has submitted an objection, the proposed amendment shall be adopted

Article 13 - Text

This Agreement is made in a single copy in the and languages, both texts being equally authoritative.

ANNEX 4**CO-OPERATION BETWEEN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE SERVICES IN THE
GREATER CARIBBEAN AREA**

The Final Meeting on Caribbean Maritime Search and Rescue,

RECALLING that Resolution 1 of the International Conference on Maritime Search and Rescue, 1979 states that aeronautical search and rescue services have been established by the Contracting States to the Convention on International Civil Aviation and that close co-operation between maritime and aeronautical search and rescue services is essential,

RECOGNIZING the need for the International Maritime Organization and the International Civil Aviation Organization to work closely to harmonize maritime and aeronautical search and rescue plans and procedures,

RESOLVES TO:

1. URGE the States in the Greater Caribbean Area to take measures necessary for a close co-operation between the rescue co-ordination centres and rescue sub—centres responsible for maritime and aeronautical search and rescue and to arrange joint rescue co-ordination centres and rescue sub-centres wherever possible; and
2. INVITE the Secretary-General of the International Maritime Organization to continue and if possible to intensify the co-operation between IMO and ICAO in the field of search and rescue.

ANNEX 5

**RATIFICATION OF OR ACCESSION TO
THE INTERNATIONAL CONVENTION ON MARITIME
SEARCH AND RESCUE, 1979**

The Final Meeting on Caribbean Maritime Search and Rescue,

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to develop and promote search and rescue activity by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

HAVING RECOMMENDED a provisional Maritime Search and Rescue Plan for the Greater Caribbean Area,

BEING OF THE OPINION that the adoption of the Provisional Plan will be a significant step towards enabling all Caribbean States to meet the objectives and requirements of that Convention,

RESOLVES TO:

URGE all Caribbean States to implement the Plan and to ratify or to accede to the International Convention on Maritime Search and Rescue, 1979; and

INVITE the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all Governments concerned.

ANNEX 6

SEARCH AND RESCUE TRAINING

The Final Meeting on Caribbean Maritime Search and Rescue,

RECOGNIZING that effective maritime search and rescue in the Caribbean is dependent upon well trained personnel,

TAKING INTO ACCOUNT the urgent need of many Caribbean States for the training of personnel necessary for search and rescue,

RECALLING with appreciation that with funds provided by the Netherlands and Venezuela, the international Maritime Organization in co-operation with the Economic Commission for Latin America, held the Barbados seminar on Maritime Search and Rescue and has held follow-up meetings to develop the Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area adopted at this Final Meeting,

RECALLING ALSO with appreciation that with funds provided by Norway, the International Maritime Organization has already provided training for 12 fellows from Caribbean States and Bermuda,

INVITES States and the Secretary-General of the International Maritime Organization in collaboration with other agencies to secure further funds and assistance for similarly training additional search and rescue personnel.

ANNEX 7

TECHNICAL ASSISTANCE FOR SEARCH AND RESCUE FACILITIES

The Final Meeting on Caribbean Maritime Search and Rescue,

HAVING RECOMMENDED a Provisional Maritime Search and Rescue Plan for the Greater Caribbean Area,

RECOGNIZING that prompt and effective maritime search and rescue requires broad international co-operation and substantial technical resources,

RECALLING Resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some States do not yet possess all appropriate search and rescue facilities,

BEARING IN MIND that the promotion of technical assistance will facilitate the implementation of the Maritime Search and Rescue Plan for the Greater Caribbean Area,

RESOLVES to urge States whether situated in the Caribbean or outside that region to give technical assistance as provided for in Resolution 8 of the International Conference on Maritime Search and Rescue, 1979, and to invite the Secretary-General of the International Maritime Organization to seek ways and means of securing the necessary funds and assistance in collaboration with other agencies to assist States which request technical assistance for the provision of equipment and facilities necessary for search and rescue.

ANNEX 8

PROVISIONAL EASTERN NORTH PACIFIC SAR PLAN

The following information should be included in the Eastern North Pacific SAR Plan:

1 **TABLE OF SAR FACILITIES**1.1 **COSTA RICA**

NATIONAL SAR AGENCY: Ministerio de Seguridad Publica

MAILING ADDRESS:

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC PUNTARENAS	-	ARSC San Jose	tel: 61-02-40	RB	-	Will generally have support units available.
MRSC GOLFITO				RB	-	"
COCOSIS				RB	-	"

1.2 **EL SALVADOR**

NATIONAL SAR AGENCY: Comandancia General de la Marina Nacional

MAILING ADDRESS: Calle Fco. Menendez Contigua Cuerpo de Bomberos, San Salvador

1	2	3	4	5	6	7
MRCC COMMANDER OF THE NAVY	None	Air Force of El Salvador (FAS)	Commander of the Navy tel: 22 2992 22 3234 22 5056 Port Commander of Acajutla tel: 52 3082 Naval base tel: 64 4219 64 4086 Air Force of El Salvador tel: 27 0022 27 2029 27 3035 Telex: 20347 FAS-SAL	RB (15-40) SRG Hel-M	None	Other secondary units available, if necessary (tugs, launches)

1.2 **GUATEMALA**

NATIONAL SAR AGENCY: Sistema de Búsqueda y Salvamento

MAILING ADDRESS: Estado Mayor de la Defensa Nacional,
Palacio Nacional, Guatemala City, Centro America.

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC PACIFIC NAVAL BASE	Maritime traffic control	General SAR Co-ordination Centre, Guatemala City.	General SAR Co-ordination Centre, Guatemala City. Telex: 4159	RV RB PRU HEL-L	-	Secondary rescue units available.
PUERTO QUETZAL	Pilot station		COMGUA GU Guatemala Marine traffic control. tel: 741 056 741 057 741 063			
SAN JOSE	San Jose air traffic control tower.		Pilot station tel: 717 225 San Jose air traffic control tower tel: 741 741 741 842			

1.4 **MEXICO**

NATIONAL SAR AGENCY: Mexican Navy.

MAILING ADDRESS:

1	2	3	4	5	6	7
MRCC ENSENADA Mexican Navy Commander Naval Zone	Radio Ensenada (XFE)	-	tel: 4-03-47 4-03-02 Telex: 056-544	Seagoing surface ships.	-	All sections of the Mexican Navy in the Pacific Ocean are linked by radio and telephone. All sections of the Mexican Navy in the Pacific Ocean are linked by radio and telephone. Secondary rescue units available if necessary.

MEXICO (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRCC MAZATLAN Mexican Navy Commander Naval Zone	Radio Mazatlan (XFL)	-	tel: 1-65-53 2-13-04 2-11-17 Telex: 066-787	Seagoing surface ships. Coastal patrol boats.	-	Secondary rescue units available if necessary.
MRSC GUAYMAS Mexican Navy Commander Naval Zone	Radio Guaymas (XFY)	-	tel: 2-20-34 2-21-78 2-01-10 Telex: 057-232	Seagoing surface ships. Coastal patrol boats.	-	Secondary rescue units available if necessary.
MRSC LA PAZ Mexican Navy Commander Naval Zone	Radio La Paz (XFY)	-	tel: 2-02-77 2-11-00 2-70-09 2-16-29 Telex: 052-508	Seagoing surface ships. .	-	Secondary rescue units available if necessary.
MRCC MANZANILLO Mexican Navy Commander Naval Zone	Radio Manzanillo (XFM)	-	tel: 2-02-58 2-10-12	Seagoing surface ships and tugs.	-	Secondary rescue units available if necessary.
MRSC SOCORRO Is. Mexican Navy Commander Naval Sector	Radio Manzanillo (XFM)	-	-	Seaplanes if necessary.	-	
MRCC ACAPULCO Mexican Navy Commander Naval Sector	Radio Acapulco (XFA)	-	tel: 4-00-34 4-75-54 Telex: 016-877	Coastal patrol boats.	-	Secondary rescue units available if necessary.

MEXICO (cont'd)

MRCC or MRSC	a) ASSOCIATED CRS b) NEAREST CES	ASSOCIATED ARCC	LANDLINE COMMUNICATIONS	RESCUE UNITS AVAILABLE	OTHER SERVICES AVAILABLE	REMARKS
1	2	3	4	5	6	7
MRSC L. CARDENAS Mexican Navy Commander Naval Sector	Radio Acapulco (XFA)	-	tel: 2-05-08 2-05-69	Seagoing surface ships.	-	
MRCC SALINA CRUZ Mexican Navy Commander Naval Sector	Radio Salina Cruz (XFQ)	-	tel: 4-19-28 Telex: 078-895	Seagoing surface ships. Inshore patrol vessels.	-	Secondary rescue units available if necessary.
MRSC PTO. MADERO Mexican Navy Commander Naval Sector	Radio Salina Cruz (XFQ)	-	tel: 6-27-99	Inshore patrol vessel ships.		

II Asia and Pacific

IMO REGIONAL CONFERENCE AND STUDY
TOUR ON MARITIME SEARCH AND RESCUE
Tokyo, 15-20 December 1986

REPORT OF THE TOKYO REGIONAL CONFERENCE AND STUDY TOUR ON MARITIME SEARCH AND RESCUE

1 GENERAL

1.1 In pursuance of its responsibility as depository for the International Conference on Maritime Search and Rescue 1979 and in response to Resolution 8 on the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979, the International Maritime Organization, at the kind invitation of the Government of Japan, concerned a Regional Conference and Study Tour on Maritime Search and Rescue (SAR) in Tokyo. The Conference was held in the Sasakawa Hall, Tokyo from 15-20 December 1986.

1.2 The Conference was attended by delegates from the following countries:

AUSTRALIA	MARSHALL ISLANDS
BANGLADESH	MICRONESIA, FEDERATED STATES
BRUNEI DARUSSALAM	OF NEW ZEALAND
BURMA	PAKISTAN
CHINA	PAPUA NEW GUINEA
COOK ISLANDS	PALAU
DEMOCRATIC PEOPLE'S	PHILIPPINES
REPUBLIC OF KOREA	REPUBLIC OF KOREA
FIJI	SAMOA
FRANCE	SINGAPORE
INDIA	SOLOMON ISLANDS
INDONESIA	SRI LANKA
IRAN (ISLAMIC REPUBLIC OF)	THAILAND
JAPAN	TONGA
KIRIBATI	TUVALU
MALAYSIA	UNITED STATES
MALDIVES	VIETNAM

and the following Associate Member of IMO:

HONG KONG

1.3 A representative of the INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) also attended the Conference:

1.5 A list of participants who attended the Conference is given in annex 1.

Opening of the Conference

1.6 The Secretary-General of IMO opened the Conference in the presence of Mr. R. Hashimoto, Minister of Transport, Mr. T. Kuribayashi, Commandant of the Japan Maritime Safety Agency and Mr. R. Sasakawa, Chairman of the Japan Shipbuilding Industry Foundation. He welcomed delegates and observers to the Conference which he recognized as being a major event in the implementation of the International Convention on Maritime Search and Rescue which had been adopted in 1979 under the auspices of the Organization.

1.7 The Secretary-General expressed his deep appreciation to Mr. R. Hashimoto, Mr. T. Kuribayashi and Mr. R. Sasakawa for taking time out from their very busy schedules to participate in the opening of the Conference. He sincerely thanked the Japanese Government for the substantial support and assistance it provides to the Organization in general and for hosting the Conference which had been so effectively organized by the Japan Maritime Safety Agency (JMSA) with the generous financial assistance of the Japan Shipbuilding Industry Foundation whom he also thanked. He expressed the Organization's appreciation, to the Government of the Netherlands, the Japan Maritime Development Association, the Japan Maritime Foundation and the Japan Ocean Development Association for the generous financial assistance they had provided in support of the Conference. He also expressed the Organization's appreciation to the Government of Indonesia for hosting the successful Seminar and Workshop held in Jakarta in 1984 which laid the foundations for the Conference; to the Government of the Netherlands and the UNDP who had provided the generous financial assistance that made the Seminar and Workshop possible; to the Governments of Australia, Japan and the United States for providing SAR training courses over the years which had benefited many Administrations within the Region and to the Governments of Japan, New Zealand and Singapore which had hosted SAR Seminars in the intervening period. These activities had done much to stimulate interest of the Asia and Pacific States in maritime SAR and had substantially assisted in promoting the aims of the 1979 SAR Convention. The example set by Asia and Pacific States at the Conference would no doubt encourage further efforts in other areas of the world where there is an urgent need to develop provisional SAR plans.

1.8 Mr. R. Hashimoto, Japanese Minister for Transport welcomed overseas delegates to Japan. He stressed the benefits gained by mankind using the sea and conversely the cost in loss of lives and assets. Therefore a common goal was to implement measures to promote safety at sea by establishing as soon as possible, an effective rescue system to meet the requirements of the 1979 SAR Convention. Mr. Hashimoto added that he considered it timely and meaningful for those involved in the maritime SAR throughout the Asia Pacific region to meet together at an IMO Conference, exchange views and take action in an effort to achieve the objectives of the Convention and establish total SAR coverage of oceans of the region.

1.9 Mr. Kuribayashi, commandant of the JMSA welcomed delegates on behalf of the Agency and informed the Conference that as Japan was surrounded by sea it was dependent upon the sea for its economic well being and therefore maritime safety was of crucial importance. In light of this, JMSA had been developing its safety system since being founded in 1948. As Japan is Party to the SAR Convention, the Agency had been concentrating its efforts to improve the SAR system in which emphasis had been placed on establishing a wide range of patrol systems

utilizing aircraft, helicopter equipped patrol vessels and a supporting SAR ship reporting system. Mr. Kuribayashi considered that international co-operation under the auspices of IMO was essential to effective SAR activities for which the Conference would be of significance. He expressed his thanks for the generous co-operation of the Japan Foundation for Shipbuilding Advancement and other related institutions in assisting in organizing the Conference.

1.10 Mr. R. Sasakawa, Chairman of the Japan Shipbuilding Industry Foundation, expressed his Foundation's opinion that the Conference was a most important event, would do much to improve SAR throughout the region and was a tribute to the humanitarian objectives of participating Governments and the International Maritime Organization. He added that he strongly supported the goal of preventing disaster and improving the global environment.

Election of President and Vice-President

1.11 The Conference elected unanimously Mr. Masakazu Henmi, Director General, Guard and Rescue Department, Japan Maritime Safety Agency as the Conference President and Mr. Huang He, Deputy Chief of the Office of the China Maritime Search and Rescue Centre as Vice-President.

2 ADOPTION OF THE AGENDA

2.1 The agenda was adopted and a list of documents considered by the Conference is given in annex 2.

3 REVIEW OF PROGRESS MADE TOWARDS RATIFICATION OF OR ACCESSION TO THE INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

3.1 The Conference noted the background information provided by the Secretariat in SAR/APR-CONF/1 and SAR/APR-CONF/INF.3, and the status of the Convention as reflected in SAR/APR-CONF/3.

3.2 The Conference noted with appreciation the effort being made by IMO to organize courses on maritime SAR administration and for SAR mission controllers. The courses will be held at a suitable location within the region in March or April 1987, provided a sufficient number of Administrations express interest prior to 7 January 1987. The Conference urged those delegations having an interest in nominating SAR personnel for these courses to so advise the Organization without delay if this had not already been done.

3.3 Information on the current status of maritime SAR services was provided by the majority of delegations in the documentation considered by the Conference.

3.4 Other delegations provided information orally.

3.5 The Conference expressed its appreciation of the information provided and the considerable efforts being made towards establishing maritime SAR services within the region and referred the information to the appropriate committees (paragraph 4.1) for detailed study.

4 ESTABLISHMENT OF THE COMMITTEES OF THE CONFERENCE

4.1 The Conference established the following Committees for area discussions and development of provisional area maritime SAR plans with participation as follows:

.1 Indian Ocean Committee

Australia, Bangladesh, Burma, India, Indonesia, Iran (Islamic Republic of), Maldives, Pakistan, Sri Lanka and ICAO

.2 South West Pacific Committee

Australia, Cook Islands, Fiji, France (French Polynesia, New Caledonia, Wallis and Futuna), Indonesia, Kiribati, New Zealand, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, United States and ICAO

.3 North West Pacific Committee

Brunei Darussalam, China, Democratic People's Republic of Korea, Federated States of Micronesia, Indonesia, Japan, Malaysia, Marshall Islands, Palau, Philippines, Republic of Korea, Singapore, Thailand, United States, Vietnam and Hong Kong (IMO Associate Member) and ICAO.

4.2 The Conference elected unanimously Captain (Retd) Iqbal A. Khan (Pakistan) as chairman of the Indian Ocean Committee, Captain G.G. Mooney (New Zealand) as chairman of the South West Pacific Committee and Mr. Tomiyoshi Ozawa (Japan) as chairman of the North West Pacific Committee.

4.3 Each committee was instructed to consider the information provided under agenda item 3 and review the draft provisional plan prepared by the Jakarta Seminar and Workshop, taking into account also the information provided by Administrations set out in SAR/APR-CONF/INF.3.

5 CONSIDERATION OF THE COMMITTEE REPORTS

The Conference considered and approved the reports submitted by the Committees, the substantive content of which is given at annexes 3, 4 and 5, and expressed its appreciation of the excellent work done by them and their Chairmen.

6 PROVISIONAL MARITIME SAR PLAN FOR THE ASIA AND PACIFIC REGION

The Conference consolidated the area maritime SAR plans developed by its Committees and adopted resolution 1 (annex 6) on the acceptance and implementation of the International Convention on Maritime Search and Rescue, 1979 and the provisional maritime SAR plan for the Asia and Pacific Region, annexed thereto.

7 ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

The Conference reviewed the model agreement developed by the Jakarta Seminar and Workshop on Maritime Search and Rescue in 1984 (SAR/APR-CONF/I, annex 4) on

arrangements for the provision and co-ordination of search and rescue services and co-operation between States and adopted resolution 2 (annex 6) on Arrangement for the Provision and Co-ordination of Maritime Search and Rescue Services and Co-operation between States.

8 TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION

8.1 The Conference took note of the information provided by the Secretariat on the Technical Co-operation Programme of IMO and adopted resolution 3 (annex 6) on Technical Co-operation in Maritime Search and Rescue.

8.2 Japan informed the Conference that, in accordance with the objectives of resolution 8 of the 1979 SAR Conference, it had provided technical co-operation in SAR training by means of seminars, training courses and sending experts to countries in the Asia Pacific region for training purposes. In addition JMSA is providing rescue and disaster prevention training courses annually under the auspices of the Japan International Co-operation Agency and had sent two experts on maritime safety on a long-term basis to Indonesia and Singapore and will co-operate in developing a SAR Master Plan for Indonesia in 1987. As a Party to the 1979 SAR Convention, Japan will continue to offer its co-operation to promote effective SAR throughout the Asia and Pacific Region.

9 OTHER MATTERS

9.1 The Conference noted the need to provide shore-based facilities to introduce the global maritime distress and safety system and the need for countries to take account of the global maritime distress and safety system in planning improvements in their maritime radiocommunication facilities or SAR organizations and adopted resolution 4 (annex 6) on the Global Maritime Distress and Safety System.

9.2 The Conference noted information provided by the United States on the Automated Mutual Assistance Vessel Rescue (AMVER) System (SAR/APR-CONF/INF.26) and the COSPAS-SARSAT System (SAR/APR-CONF/INF.28).

9.3 The Conference noted the close co-operation established between ICAO and IMO with regard to SAR matters and urged both organizations to continue the work of harmonizing as far as practicable their SAR plans and procedures.

9.4 The Conference considered a proposal by the delegation of Hong Kong (SAR/APR-CONF/WP.2/Rev.1) urging the establishment of appropriate international measures aimed at completing an adequate global network of COSPAS-SARSAT Local User Terminals (LUTs).

9.5 The Hong Kong delegation considered that since such a network of LUTs would provide distress alert and survivor locating information vital to the needs of aeronautical, maritime and land based SAR operations world-wide, an internationally optimized global network of LUT earth stations should be established under the auspices of the United Nations.

9.6 The Conference took note of the on-going discussions touching on technical, administrative and financial aspects of the COSPAS-SARSAT system taking place in various fora and invited the Organization to take account of the considerations set out in paragraph 9.5

and to seek means of achieving the closest possible international co-operation in the establishment and operation of a global COSPAS-SARSAT ground segment.

9.7 The Conference decided to record its gratitude for the kindness and hospitality extended to all its Members by their Japanese hosts and adopted resolution 5 (annex 6), an Expression of Appreciation for the Funding, Convening and Hosting of the Conference which had been so excellently organized by JMSA.

10 REPORT OF THE CONFERENCE

The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring Governments, the Maritime Safety Committee and its subsidiary bodies as may be appropriate.

11 Closing Ceremony

11.1 Mr. T. Kuribayashi, Commandant of the Japan Maritime Safety Agency thanked delegates for the excellent spirit of co-operation shown throughout the Conference, the way in which they had enthusiastically exchanged views over a wide range of topics of mutual concern and interest, and had fulfilled the objective of the Conference; the production of a provisional maritime SAR plan for the Asia and Pacific region. He considered the plan would be a milestone for promoting co-operation in SAR activities throughout the region and in achieving the objectives of the 1979 SAR Convention; the establishment of a global maritime SAR system. JMSA looked forward to meeting all delegates again in their common goal of promoting SAR activities.

11.2 The Secretary-General before closing the Conference expressed the Organization's appreciation to the President and all delegates for the successful outcome of the Conference; the willingness of all to listen sympathetically to the difficulties of others, review their positions and to compromise, which had prevailed throughout the Conference, had produced a provisional maritime SAR plan which will enhance safety at sea for all seafarers throughout the Asia and Pacific region. He reiterated his thanks to the Japanese Government and to the Governments and Organizations whose help and support had rendered this important contribution to the global SAR system possible.

ANNEX 1

LIST OF PARTICIPANTS

President: Mr. Masakazu HENMI (Japan)

Vice-President: Mr. HUANG HE (China)

Chairman, Indian Ocean Committee: Captain (Retd) Iqbal A. KHAN (Pakistan)

Chairman, South West Pacific Committee: Captain G.G. MOONEY (New Zealand)

Chairman, North West Pacific Committee: Mr. Tomiyoshi OZAWA (Japan)

AUSTRALIA

Mr. R.D. Mc CULLOCH
Director Operations
Safety Operations and Pollution Branch
Maritime Safety Division
Department of Transport, Canberra

BANGLADESH

Captain M. ZAKARIA
Principal Officer
Mercantile Marine Department
Chittagong

BRUNEI DARUSSALAM

Mr. Awang Bin HAJI MAT DAUD
Acting Deputy Director
Ministry of Communication

Major P. HEARN
SO2 G3 SAR
Royal Brunei Armed Forces

Captain Jorsni LAMAT
Adjutant, Muara-Base

Mr. Lucas WONG
SAR Co-ordinator

BURMA

Mr. U. SEIN Win
Pilot (Marine)
Burma Ports Corporation, Rangoon

CHINA

Mr. HUANG He
Deputy Chief of the Office of China
Maritime Search and Rescue Centre

Mr. ZHONG Boyuan
Harbour Master of
Tianjin Superintendency Administration of
PRC

Mr. SUO Kan
Deputy Harbour Master of Dalian
Superintendency Administration of PRC

COOK ISLANDS

Mr. Tepure TAPAITAU, LL.B.
Commissioner of Police
Avarua, Raratonga

DEMOCRATIC PEOPLE'S
REPUBLIC OF KOREA

Mr. HWANG Yong Hwan Chief of Section,
General Company of Sea Transport

Mr. LI Won Su
Maritime Specialist

FEDERATED STATES OF
MICRONESIA

Captain Matthias J. EWARNAI Sea
Transportation System
Development Officer, Marine Division
Department of Transportation

Captain Thomas R. NARRUHN
Transportation Officer
Truk State

FIJI

Captain Joe AISEA
Senior Marine Officer
Marine Department, Suva

FRANCE

Captain Bertrand DESGREES DU LOU
Commander, French Navy in New Caledonia

Mr. Philippe Du COUEDIC De
KERGOALER Directeur de la Marine
Marchande et des Peches, Maritimes en
Nouvelle Caledonie

Mr. Jacques MAILLARD
Second Secretary, French Embassy in Tokyo

INDIA

Captain P.S. BARVE
Nautical Adviser to the Government
of India
Mercantile Marine Department Bombay

INDONESIA

Mr. N. SUMADIE
National SAR Agency
Ministry of Communication

Air Vice Marshal Hashari HASANUDIN
Chief of National SAR Agency
Ministry of Communication

Captain H.M.J. LUMENTAH LL.M.
Sub-Director, Sea and Coast Guard
Directorate-General of Sea
Communication

IRAN (ISLAMIC REPUBLIC OF)

Mr. Seyed Ali ESTIRY
General Director
Ports and Shipping Organization
Teheran

Mr. Abbas SARMADI ZADEH
Head of Safety and Marine Services
Ports and Shipping Organization
Teheran

JAPAN

Mr. Masakazu HENMI
Director General
Guard and Rescue Department
Maritime Safety Agency

Mr. Ryoichi FUJINO
Counsellor
Guard and Rescue Department
Maritime Safety Agency

Mr. Yoshikazu KANEKO
Director
Social Co-operation Division
United Nations Bureau
Ministry of Foreign Affairs

Mr. Akio TANIAI
Director
International Affairs Division
Administration Department
Maritime Safety Agency

Mr. Hidetaka MORIYAMA
Director
Communications Division Equipment and
Technology Department
Maritime Safety Agency

JAPAN (contd)

Mr. Shigeo CHINONE
Director
Administration Division
Guard and Rescue Department
Maritime Safety Agency

Mr. Tomoyoshi OZAWA
Director
Rescue Division
Guard and Rescue Department
Maritime Safety Agency

Mr. Tetsuya ADACHI
Director
Communications Operations Division
Guard and Rescue Department
Maritime Safety Agency

Mr. Masakiro HOSOKAWA
Head, Operations Office
Guard and Rescue Department
Maritime Safety Agency

Mr. Naohiko SASAKI
Deputy Director
International Affairs Division
Administration Department
Maritime Safety Agency

Mr. Moronobu SATOH
Deputy Director
Ship Division
Equipment and Technology Department
Maritime Safety Agency

Mr. Susumu TAKAHASHI
Deputy Director
Rescue Division
Guard and Rescue Department
Maritime Safety Agency

Mr. Yoshiro KOBATAKE
Special Assistant to Director
International Affairs Division
Administration Department
Maritime Safety Agency

Mr. Yuji HAYAFUNE
Special Assistant to Director
Rescue Division
Guard and Rescue Department
Maritime Safety Agency

JAPAN (contd)

Observers

Mr. Shinichi IKEDA
Director
Safety Standards Division
Maritime Technology and Safety Bureau
Ministry of Transport

Mr. Osamu SHIROICHI
Chief
International Shipping Division
International Transport and Tour
Bureau
Ministry of Transport

Mr. Akira YOSHIMOTO
Deputy Director
Aeronautical and Maritime
Communications Division
Radio Department, Telecommunications
Bureau
Ministry of Posts and
Telecommunications

KIRIBATI

Mr. Rubetake TABURUEA
Assistant Secretary (Aviation)

MALAYSIA

Captain Abdul Rahim Bin AKOB
Harbour Master, Port Klang
Selangor

MALDIVES

Mr. Ahmed SHAREEF
Director of Marine Affairs
Ministry of Transport and Shipping

MARSHALL ISLANDS

Mr. Botlang A. LOEAK
Chief SAR, Government of Marshall
Islands

NEW ZEALAND

Captain G.G. MOONEY
Senior Nautical Advisory Officer
Marine Division

PAKISTAN	Captain (Retd) Iqbal A. KHAN Director of Projects, Ports and Shipping Wing Ministry of Communications Karachi
PAPUA NEW GUINEA	Mr. Edi A. KAPIGENO Maritime SAR Co-ordinator
PALAU	Mr. Sadang SILMAI Co-ordinator, National Emergency Management Office (NEMO)
PHILIPPINES	Commodore Carlito CUNANAN Commandant Philippines Coast Guard Captain Alberto OREVILLO District Commander Philippines Coast Guard
REPUBLIC OF KOREA	Mr. K-T. KIM The Chief of Monitoring and Surveillance HQ of Maritime Police
SAMOA	Mr. Sammy Pule STEWART Senior (Marine) Pilot Ministry of Transport, Apia
SINGAPORE	Captain P.J. THOMAS Senior Assistant Director (Nautical) Marine Department Major Venantius CHIA HONG LIANG Head, Transport/Helicopter Training Branch Air Operations Department Republic of Singapore Air Force Headquarters
SOLOMON ISLANDS	Captain Norman KWALEMANU Chief Marine Officer Marine Division Ministry of Transport, Works and Utilities

SRI LANKA

Wing Commander C .N. TUDUGALLE
Commissioned officer
Sri Lanka Air Force

THAILAND

Mr. Chachaval ORANOP NA AYUTHAYA
Chief of Search and Rescue and
Aircraft Accident Investigation Branch
Air Safety Division
Department of Aviation
Ministry of Communications

Mr. Komate WONGTONGLUA
Deputy Director-General
Harbour Department
Ministry of Communications

TONGA

Mr. Mailefihi TUKU' AHO
Director of Marine
Ministry of Marine,
Nuku' Alofa

TUVALU

Mr. Paueli SIONE
Master, m.v. NIVAGA

UNITED STATES

Capt. A.J. PETTIT
Chief, SAR Division
US Coast Guard Headquarters
Washington DC

Capt. J .M. TANGUAY
Commander, Far East Section
US Coast Guard
Tokyo

Capt. K-P. HSU
Chief, Search and Rescue
US Coast Guard
Honolulu

Lt.Cdr. R.A. TAYLOR
USCG Pacific Area
Current Operations Branch
Alameda, California

Major R.W. DUFFELL USAF
Chief WESTPAC RCC
Kadena AB Okinawa

Major F.E. PETERSON USAF
SAR Liaison Officer
5th Air Force, Yokota AB Japan

VIETNAM

Mr. PHAM Phuoc Thin
Engineer of Maritime Transport
General Maritime Department

HONG KONG
(Associate Member)

Mr. P . J. WU
Assistant Director of Marine

Mr. I.B. DALE
Senior Marine Officer
Marine Department

Mr. P.J. WEAVER
Marine Officer
Marine Department

UNITED NATIONS ORGANIZATION

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

Mr. C.M. BUMSTEAD

Technical Officer, RAC/SAR
ICAO Regional Office, Bangkok

IMO SECRETARIAT

Mr. C.P. SRIVASTAVA

Secretary-General

Mr. Y. SASAMURA

Director, Maritime Safety Division

Mr. W.S. MORRISON

Senior Deputy-Director, Maritime
Safety Division

Mr. J.L. THOMPSON

Senior Technical Officer, Navigation
Section, Maritime Safety Division

Miss P. PEARCE

Principal Administrative Assistant

Daw MYINT MYINT

Senior Secretary

ANNEX 2

AGENDA AND LIST OF DOCUMENTS

- 1 Election of President and Vice-President
- 2 Adoption of Agenda

SAR/APR-CONF/1	-	Secretariat
SAR/APR-CONF/2	-	Secretariat
SAR/APR-CONF/2/1	-	Secretariat
SAR/APR-CONF/INF.2	-	JMSA
- 3 Review of the progress made towards ratification of or accession to the International Convention on Maritime Search and Rescue (SAR), 1979

SAR/APR-CONF/3	-	Secretariat
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- 4 Establishment of Committees of the Conference
 - .1 Indian Ocean Committee

SAR/APR-CONF/INF.4	-	Pakistan
SAR/APR-CONF/INF.6	-	Australia
SAR/APR-CONF/INF.8	-	Secretariat
SAR/APR-CONF/INF.13	-	Indonesia
SAR/APR-CONF/INF.14	-	Sri Lanka
SAR/APR-CONF/INF.19	-	Bangladesh
SAR/APR-CONF/INF.22	-	India
 - .2 South West Pacific Committee

SAR/APR-CONF/INF.9	-	Cook Islands
SAR/APR-CONF/INF.10	-	Samoa
SAR/APR-CONF/INF.15	-	Fiji
SAR/APR-CONF/INF.24	-	France
SAR/APR-CONF/INF.27	-	Australia
SAR/APR-CONF/INF.28	-	Tuvalu
 - .3 North West Pacific Committee

SAR/APR-CONF/INF.5	-	Hong Kong (Associate Member)
SAR/APR-CONF/INF.7	-	Japan
SAR/APR-CONF/INF.11	-	Federated States of Micronesia
SAR/APR-CONF/INF.12	-	China
SAR/APR-CONF/INF.16	-	Republic of Korea
SAR/APR-CONF/INF.17	-	Singapore
SAR/APR-CONF/INF.18	-	Thailand

- | | | | |
|--|---------------------|---|-------------------|
| | SAR/APR-CONF/INF.20 | - | Brunei Darussalam |
| | SAR/APR-CONF/INF.21 | - | Malaysia |
| | SAR/APR-CONF/INF.23 | - | Vietnam |
| | SAR/APR-CONF/INF.25 | - | Philippines |
- 5 Consideration of the Committee reports
- | | | | |
|--|-----------------------|---|------------------------------|
| | SAR/APR-CONF/CONF.5 | - | Indian Ocean Committee |
| | SAR/APR-CONF/CONF.5/1 | - | South West Pacific Committee |
| | SAR/APR-CONF/CONF.5/2 | - | North West Pacific Committee |
- 6 Provisional Maritime SAR Plan for the Asia and Pacific Region
- | | | | |
|--|---------------------------|---|-------------|
| | SAR/APR-CONF/INF.3 | - | Secretariat |
| | SAR/APR-CONF/INF.3/Corr.1 | - | Secretariat |
| | SAR/APR-CONF/INF.3/Corr.2 | - | Secretariat |
- 7 Arrangements for the provision and co-ordination of search and rescue services and co-operation between States
-
- 8 Technical co-operation in implementing the 1979 SAR Convention
-
- 9 Other matters
- | | | | |
|--|-------------------------|---|---------------|
| | SAR/APR-CONF/INF.26 | - | United States |
| | SAR/APR-CONF/INF.29 | - | United States |
| | SAR/APR-CONF/WP.2/Rev.1 | - | Hong Kong |
- 10 Report of the Conference and adoption of resolutions
- | | | | |
|--|-------------------|---|-------------------|
| | SAR/APR-CONF/WP.1 | - | Draft resolutions |
| | SAR/APR-CONF/WP.3 | - | Draft report |
| | SAR/APR-CONF/WP.4 | - | Draft resolution |
| | SAR/APR-CONF/10 | - | Report |

ANNEX 3

EXTRACT OF THE REPORT OF THE INDIAN OCEAN COMMITTEE

1 REVIEW OF PROGRESS MADE IN ESTABLISHING BILATERAL AND MULTILATERAL SAR AGREEMENTS OR ARRANGEMENTS

1.1 The Committee reviewed the information provided in SAR/APR-CONF/1 and by Australia (INF.6 and INF.27) Bangladesh (INF.19), India (INF.22), Indonesia (INF.13) Pakistan (INF.4) and Sri Lanka (INF.14).

1.2 The delegation of Indonesia advised that their Administration had signed a Memorandum of Understanding with the Philippines and expected to sign another Memorandum of Understanding shortly with Papua New Guinea. They also had understandings with WESTPAC and with Australia. Indonesia also carried out joint exercises annually with Singapore and Malaysia.

1.3 The Iranian delegation advised that a SAR agreement had been established between Iran and Pakistan but as yet no other agreement had been established with other neighbouring Administrations.

1.4 The Indian delegation informed the Committee that India expected to accept the 1979 SAR Convention in the near future and the matter of agreements with neighboring States would also be receiving consideration.

1.5 The delegation of Sri Lanka advised that apart from the agreement between India and Sri Lanka previously reported to the Jakarta Seminar and Workshop, proposals for agreements with Australia, Indonesia and the Maldives had yet to be initiated.

1.6 The delegation of Pakistan informed the Committee that Pakistan had established a national SAR Organization and had acceded to the Convention which had come into force for the Government of Pakistan on 11 December 1985.

1.7 In further discussion, the Committee saw benefit in having multilateral agreements to cover regions such as the Indian Ocean area. Benefits included a regional approach to the positioning of RCC's to ensure optimal coverage; something which might not occur when only bilateral agreements were used.

1.8 However, the Committee also noted the difficulties involved in achieving agreement between a large group of countries and considered that a combination of bilateral agreements, which took into account the features contained in other bilateral agreements already existing within the region, might offer a satisfactory alternative.

1.9 The Committee recommends that the Conference should note the progress made in establishing agreements and arrangements and invite those States which are parties to the 1979 SAR Convention to inform the Secretary-General of IMO of all such agreements and arrangements entered into if such action has not already been taken.

2 IDENTIFICATION OF RESCUE CO-ORDINATION CENTRES AND THEIR PROVISIONAL AREAS OF RESPONSIBILITY (SAR REGIONS)

2.1 The Committee reviewed all information provided to the Conference and identified those Rescue Coordination Centres (RCCs) which had been established in the Indian Ocean area and their associated Search and Rescue Regions (SRRs).

2.2 The Bangladesh delegation, noting that the Jakarta draft provisional plan did not include the Bangladesh SRR, advised that Bangladesh is capable of providing SAR services in the waters north of 18° north latitude and east of 79° east longitude.

2.3 The Burmese delegation advised the Committee that Burma could provide SAR assistance within its economic zone although at present its SAR facilities were limited.

2.4 The Iranian delegation informed the Committee that the Iranian SRR extends from a line projected seawards at right angles to the general trend of the coast at the Iranian/Pakistan border. The Iranian SRR then extends along the Iranian mainland coast and coasts of Iranian islands, seawards to a line to be determined by agreement entered into with neighbouring States, so however that, on request, Iranian SAR assistance can be provided even beyond this limit.

2.5 The ICAO observer provided information on the aeronautical SAR arrangements including the established flight information regions (FIRs) and stressed the advantages of having common aeronautical and maritime SRRs.

2.6 The ICAO observer also urged that combined aeronautical and maritime RCCs be considered in order to more efficiently use available resources.

2.7 The Committee whilst taking the above into account had also to consider the practical implications of marine SRRs which as a result had in some instances to differ from the aeronautical regions.

2.8 The Committee was of the opinion that future consideration should be given by ICAO to adjusting the aeronautical FIRs to match the maritime SRR limits where possible.

2.9 The Committee noted that some overlapping of neighbouring SRRs occurred but did not consider this to be disadvantageous to maritime safety and recommended that the Conference should merely note such overlaps.

2.10 The Committee noted also that on the western side of the Indian Ocean neighbouring areas did not fall within any declared SRR and recommended that the Administrations concerned be invited by the Conference to give early consideration to the possibility of establishing suitable arrangements.

2.11 Taking due account of the above, the Committee recommended adoption of the maritime SRRs as incorporated in the provisional maritime SAR plan for the Indian Ocean area northern and eastern portions given in resolution 1 of the Conference (annex 6).

3 ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

3.1 The Committee noted the editorially revised draft example of an agreement for the coordination of search and rescue services and co-operation between States set forth in SAR/APR-CONF/WP.1 and considered it satisfactory.

4 DELINEATION OF SAR ALERTING AND COMMUNICATION NETWORKS

4.1 The ICAO observer explained the Aeronautical Fixed Telecommunication Network already utilized for aeronautical SAR communications and emphasized its reliability and accessibility.

4.2 The Committee took note of this information and invited the Conference to recommend that where appropriate, use should be made of this system for maritime SAR purposes.

4.3 The Committee also noted that where necessary an enhanced communications capability could be provided through installation of an INMARSAT SES terminal at RCCs at the discretion of the Administration.

5 IDENTIFICATION OF REQUIRED SAR FACILITIES AND EQUIPMENT

5.1 The Committee recognized that the vast majority of maritime SAR incidents involved small vessels close to shore. Some Members advised that they were encouraging small vessels to be provided with a suitable EPIRB in order to provide a means of rapid distress alerting.

5.2 Taking into account the location of RCCs and the areas covered by the SRRs the Committee considered an urgent need existed for improving the communication capabilities of RCCs within the Indian Ocean area and urged that IMO should study the matter in co-operation with ITU.

5.3 The Committee recommends the Conference should invite the Secretary-General of IMO to seek ways and means of securing the necessary funds to assist States which request technical assistance in these regards.

6 IDENTIFICATION OF SAR TRAINING REQUIREMENTS

6.1 After assessing the existing availability of trained SAR personnel and the number and types of trained personnel required to adequately administer and man the RCCs considered necessary to provide adequate maritime SAR services within the Indian Ocean area, the Committee recommended that means be found to provide training for SAR Administrators and SAR Mission Co-ordinators within the region.

6.2 The Committee noted that IMO was considering organizing courses for SAR administrators and mission co-ordinators at some location within the region in March or April 1987. Members expressed strong interest in these courses and those who had not already nominated persons to attend them hoped to forward nominations before 7 January 1987. However some Members expressed the view that the courses should be held later in the year to allow more time for the selection of nominees within their Administrations. The Secretariat informed the Committee that so long as the Organization was advised of the interest of Governments before 7 January 1987, actual nominations could follow later.

6.3 The Committee recommended that the Conference should convey its strong interest in the establishment by IMO of an adequate training programme for SAR Administrations and mission co-ordinators in the Asia and Pacific Region.

7 PROVISIONAL MARITIME SAR PLAN FOR THE INDIAN OCEAN

7.1 Taking into account all information available to it and the considerations and recommendations set out in the preceding sections of this report, the Committee recommends the Conference to adopt the provisional maritime SAR plan illustrated in the attached chartlets which are to be supplemented by details of the SAR facilities provided and to invite all Administrations concerned to take such measures as they deem appropriate towards its implementation.

8 ACTION REQUESTED OF THE CONFERENCE

8.1 The Conference is invited to:

- .1 NOTE the progress made in establishing agreements and arrangements and invite those States parties to the 1979 SAR Convention to inform the Secretary-General of IMO of all such agreements and arrangements entered into if such action has not already been taken (section 1).
- .2 INVITE the Administrations of countries situated on the western side of the Indian Ocean to consider establishing provisional maritime SRRs adjacent to those of the Asia Pacific Region (paragraph 2.10).
- .3 RECOMMEND that where appropriate, use should be made of the AFTN for maritime SAR purposes (paragraph 4.2)
- .4 INVITE the International Maritime Organization to study the communication capabilities of RCCs within the Indian Ocean area in co-operation with the ITU (paragraph 5.2)
- .5 INVITE the Secretary-General of IMO to seek ways and means of securing the necessary funds to assist States which request technical assistance to improve their SAR facilities and equipment (paragraph 5.3)
- .6 INVITE the Secretary-General to establish an adequate SAR training programme for the Asia and Pacific Region (paragraph 6.3)
- .7 ADOPT the maritime SAR plan for the Indian Ocean Area (northern and eastern portions) and invite all Administrations concerned to take such measures as they deem appropriate towards its implementation (paragraph 7.1)
- .8 ADOPT the report in general.

ANNEX 4

EXTRACT OF THE REPORT OF THE SOUTH WEST PACIFIC COMMITTEE

1 REVIEW OF PROGRESS MADE IN ESTABLISHING BILATERAL AND MULTILATERAL SAR AGREEMENTS OR ARRANGEMENTS

1.1 The Committee reviewed all relevant information available and noted the benefit to be gained in having formal arrangements, particularly in times of emergency.

1.2 The Committee was advised that bilateral arrangements are being considered by Australia, Papua New Guinea, and Indonesia.

1.3 The Committee recommended that the Conference should invite those States parties to the 1979 SAR Convention to inform the Secretary-General of IMO as soon as practicable of any agreements or arrangements made.

2 IDENTIFICATION OF RESCUE CO-ORDINATION CENTRES AND THEIR PROVISIONAL AREAS OF RESPONSIBILITY (SAR REGIONS)

2.1 The Committee reviewed all information provided to the Conference and identified those Rescue Co-ordination Centres which had been established in the South West Pacific area and the Maritime Search and Rescue Regions (MSRRs) declared by the Administrations concerned as being served by them.

2.2 The French delegation presented a paper (INF.24) outlining the increased capability in marine search and rescue services around the New Caledonian coast line. Presently New Caledonia is a sub-centre in Fiji's SRR. The Committee considered the request of France to have the enlarged SAR area around New Caledonia established as an MSRR region in its own right and unanimously agreed to recommend such to the Conference.

2.3 The Committee noted that the establishment of a New Caledonian SRR region created some overlapping of neighbouring SRRs but did not consider this to be disadvantageous to maritime safety and recommended that the Conference should merely note such overlapping.

2.4 The Committee also noted the establishment of a New Caledonian MSRR leaves an unguarded area south of latitude 26°S between the present Australian and New Zealand boundaries. The Committee requested that New Zealand be invited to consider accepting this as part of their MSRR.

2.5 The Committee noted also that the new MSRR's no longer coincide with ICAO SAR regions and recommended the Conference note this variance.

2.6 These MRCCs and associated SRRs in the South West Pacific Area are given in resolution 1 of the Conference (annex 6).

3 ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

In considering arrangements for co-ordination and co-operation between States the Committee, whilst mindful that no official agreements yet existed, noted the good working relationships between MRCC's as evidenced by the memorandum of understanding between Fiji and New Zealand for oceanic searches and the annual exchange of information through on site visits between Australia and New Zealand; and Papua New Guinea, Solomon Islands and Indonesia.

4 DELINEATION OF SAR ALERTING AND COMMUNICATION NETWORKS

4.1 The Committee noted the absolute importance of good communications to ensure efficient SAR operations. Most States are linked to the Aeronautical Fixed Telecommunications Network (AFTN) system and all RCCs have AFTN plus standard telephone links to other RCCs in other regions.

4.2 The Committee considered ship reporting systems as being part of the communications network. Whilst Parties to the Convention on Maritime Search and Rescue, 1979 are encouraged to establish ship reporting systems where practicable, the Committee recommended the Conference to invite IMO to consider the possibility of establishing a single global system with suitably located "ship report collection" stations.

5 IDENTIFICATION OF REQUIRED SAR FACILITIES AND EQUIPMENT

5.1 Taking into account the location of RCCs and the areas covered by their associated SRRs the Committee identified the following urgent needs for SAR facilities and equipment to allow positive SAR action to be taken in response to distress alerts occurring within the South West Pacific area.

5.2 The emergence of many Island States in the South West Pacific covering large areas of ocean and hundreds of islands, requires IMO to assist with respect to the provision of suitable equipment and the formation of organizations to ensure minimal coverage of marine coastal SAR incidents. In the interest of overall efficiency, it would be advantageous to establish a SAR organization capable of dealing not only with maritime emergencies but also with other types of emergencies and disasters (e.g. aeronautical emergencies, national disasters, etc.). Consideration should therefore be given to the integration of maritime SAR organizations with other emergency organizations wherever such an integration would be in the national interest. The Committee recommends that the Conference should invite IMO to take this into account in formulating its technical co-operation programme.

6 IDENTIFICATION OF SAR TRAINING REQUIREMENTS

6.1 After assessing the existing availability of trained SAR personnel and the number and types of trained personnel required to adequately administer and man the RCCs considered necessary to provide adequate MSAR services within the South West Pacific area, the Committee recommends that means be found to provide training for MSAR Administrators and MSAR Mission Co-ordinators.

6.2 The Committee considered training requirements were closely linked with equipment and organizations required to efficiently conduct SAR operations within a given area and therefore requests the Conference to invite IMO to consider a five-year training plan to meet the needs of South West Pacific region and to take into account that adequate training funds should be made available to small Island States for this purpose.

7 PROVISIONAL MARITIME SAR PLAN FOR THE SOUTH WEST PACIFIC

Taking into account all information available to it and the considerations and recommendations set out in the preceding sections of this report, the Committee recommends the Conference to adopt the provisional maritime SAR plan illustrated in the attached chartlets which are to be supplemented by details of the facilities provided and to invite all States concerned to take such measures as they deem appropriate towards its implementation.

8 ACTION REQUESTED OF THE CONFERENCE

The Conference is invited to:

- .1 INVITE those States parties to the 1979 SAR Convention to inform the Secretary-General of IMO as soon as practicable of any SAR agreements or arrangements made (paragraph 1.3).
- .2 CONSIDER AND ACCEPT the amended SRRs in the South West Pacific area (paragraph 2.2) and NOTE the resulting overlap of some boundaries (paragraph 2.3).
- .3 INVITE New Zealand to consider amending their north west boundaries of their MSRR (paragraph 2.4).
- .4 INVITE IMO to study the possibility of establishing a single global ship reporting system (paragraph 4.2).
- .5 INVITE IMO to take into account equipment needs of new Island States when formulating its technical co-operation programme (paragraph 5.2).
- .6 INVITE IMO to provide adequate training funds for small Island States and to formulate a five year SAR training plan (paragraph 6.2)
- .7 ADOPT the maritime SAR plan for the South West Pacific Area and invite all States concerned to take such measures as they deem appropriate towards its implementation (paragraph 7).
- .8 ADOPT the report in general.

ANNEX 5**EXTRACT OF THE REPORT OF THE NORTH WEST PACIFIC COMMITTEE****1 REVIEW OF PROGRESS MADE IN ESTABLISHING BILATERAL AND MULTILATERAL SAR AGREEMENTS OR ARRANGEMENTS**

1.1 The Committee reviewed all relevant information and noted the agreements and arrangements summarized in the various documents submitted by delegations participating in the Committee.

1.2 The Committee was provided with information on an agreement concluded between Japan and the United States in accordance with paragraph 2.1.4 of the 1979 SAR Convention on 12 December 1986.

1.3 The delegation of the Democratic People's Republic of Korea informed the Committee that it had established agreements and arrangements for SAR with both China and USSR in 1971.

1.4 The Committee recommended that the Conference should note these agreements and arrangements and invite States party to the 1979 SAR Convention to inform the Secretary-General of IMO of them if such action has not already been taken.

2 IDENTIFICATION OF RESCUE CO-ORDINATION CENTRES AND THEIR PROVISIONAL AREAS OF RESPONSIBILITY (SAR REGIONS)

2.1 The Committee reviewed all information provided to the Conference and identified those Rescue Co-ordination Centres which had been established in the North West Pacific area and the Search and Rescue Regions (SRRs) declared by the Administrations concerned as being served by these established MRCCs.

2.2 The Committee noted that in a number of instances some overlapping of neighbouring SRRs occurred but did not consider this to be disadvantageous to maritime safety and recommended that the Conference should merely note such overlaps.

2.3 The Federated States of Micronesia, Marshall Islands and Palau delegations informed the Committee that, because of their close relationship and association with the United States, the responsibility of the United States for providing maritime SAR services in their areas was generally accepted insofar as their island nations did not have adequate means for providing SAR services. They also had no objection to, or disagreement with, applying, as appropriate, the ICAO aeronautical SRRs Guam or Honolulu for maritime SAR off their coasts. Further delimitation was not required in view of the ability of United States SAR units to provide SAR services in these regions.

2.4 The delegates of China and the delegates of Japan shared the view that consultation to determine the areas of responsibility between their respective countries should be carried out through diplomatic channels.

2.5 The delegates of the Republic of Korea and the delegates of Japan shared the view that consultation to determine the areas of responsibility between their respective countries should be carried out through diplomatic channels.

2.6 Until the areas of responsibility in the Japan Sea and the East China Sea are clearly defined, the countries concerned will develop and improve the existing consultation and co-ordination of SAR operations in these areas and will make every endeavour to expedite consultation for determination of their areas of responsibility.

2.7 The delegates of China stated that the area of responsibility should be clearly delimited. However, combining the ASRR and MSRR would be inappropriate in this area.

2.8 The delegates of Japan stated that:

- .1 in limited areas such as the Japan Sea and the Eastern China Sea it is more important to establish bilateral SAR relations, especially with regard to the communication network, than it is to delimit the area of responsibility; and
- .2 Japan and the USSR had already concluded a Maritime SAR Agreement (Maritime Rescue Agreement on Distressed Vessels at Sea) which does not delineate an area of responsibility; this agreement has been effectively implemented.

2.9 The delegates of the Republic of Korea expressed the view that the area of responsibility should be based on the ASRR established in accordance with annex 12 to the ICAO Convention.

2.10 Hong Kong agreed it would accept responsibility for the sea area to the north and west between the coast and latitude 10°N and longitude 120°E. However this agreement is subject to:

- .1 both the Philippines and Vietnam carrying out SAR activities within their immediate coastal waters (see paragraphs 4.13 and 4.14.4); and
- .2 continuing discussions with China with regard to the future limitation of SAR responsibilities between Hong Kong and China in the presently accepted areas.

2.11 Hong Kong stated that having accepted SAR responsibilities in the northern part of the South China Sea, should Singapore for any reason undertake SAR responsibility for any of this area north of 10°N and west of 120°E, then that area would become an “overlapping” SAR area of responsibility co-ordinated by both Hong Kong and Singapore.

2.12 The delegation of China agreed the area to the north and west between the coast and latitude 10°N and longitude 120°E to be the areas of responsibility of China and Hong Kong and that the boundaries between the SRRs of China and Hong Kong in this area would be delineated through discussions between China and Hong Kong.

2.13 The Socialist Republic of Vietnam will be responsible for MSAR operations within its territorial waters and will co-ordinate with its neighbouring countries in all SAR cases that come to its attention.

2.14 Delegations of ASEAN countries in agreeing the overlapping areas of SAR responsibility shown in the attached chartlet, made the following statements:

.1 BRUNEI DARUSSALAM

In the interest of regional and international co-operation, Brunei Darussalam would be amenable to consider the provision of search and rescue services in an extended area of the high seas approximately 200 nautical miles from its coast as its participation in the proposed establishment of a provisional maritime search and rescue region for Asia and the Pacific.

In considering that the Malaysia and Singapore proposals for their maritime search and rescue regions cover the sea areas of 200 nautical miles off the Brunei Darussalam coastline, Malaysia and Singapore agreed that the geographical definitions of the proposed Brunei Darussalam search and rescue region within the proposed Malaysia and Singapore maritime search and rescue regions must be defined by a multilateral agreement among the three nations concerned, the discussion of which should take place as soon as possible.

.2 INDONESIA

The delineation of Indonesia MSRRs is that already submitted to IMO and discussed during the Conference. Any necessary delineation of overlapping areas should be arranged by bilateral or multilateral agreements.

.3 MALAYSIA

The Malaysia maritime SRR proposal is as given in the attached chartlet. Actual delineation of the maritime SRR boundary would be best resolved by bilateral or multilateral agreements. Where areas overlap, the RCC which receives the distress message first shall co-ordinate until handed over to the adjacent RCC. Malaysia is prepared to accept responsibility within the proposed areas for maritime SAR.

.4 PHILIPPINES

The Philippines assumes the responsibility of conducting SAR operations within its territorial waters and will co-ordinate with its neighbouring countries in all SAR cases that come to its attention. The Philippines proposed that in a SAR situation occurring in the area where there are overlaps, bilateral or multilateral arrangements should be resorted to.

.5 SINGAPORE

In view of already existing SAR services (communication, manpower, SAR facilities) for its ASRR, Singapore accepts responsibilities for MSAR for the same area.

Where neighbouring States can provide MSAR facilities in the same area, bilateral or multilateral agreements should be reached between them and Singapore to define the overlapping areas and lay down procedures for the conduct of MSAR operations.

Singapore is prepared to accept responsibilities to co-ordinate MSAR operation below latitude 12° North in the South China Seas which is not covered by any MSRR.

.6 THAILAND

Thailand wants its MSRR to be co-incident with its ICAO SRR. However, Thailand is ready to enter into bilateral or multilateral agreements, with the neighbouring countries involved, for areas overlapping with adjoining MSRRs.

3 ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

3.1 The Committee noted the editorially revised draft example of an agreement for the co-ordination of search and rescue services and co-operation between states set forth in SAR/APR-CONF/WP.1 and considered it satisfactory.

3.2 The Committee also noted the text of the agreement between the Government of Japan and the Government of the United States on maritime search and rescued referred to in paragraph 3.2.

4 DELINEATION OF SAR ALERTING AND COMMUNICATION NETWORKS

4.1 The Committee noted an extract of a new IMO publication describing the global maritime distress and safety system which is expected to be introduced in the early 1990s, in particular, the need for RCCs to have rapid and effective communication links with associated coast radio stations, INMARSAT coast earth stations and COSPAS-SARSAT ground stations and other RCCs.

4.2 China informed the Committee of its intention to establish MF, HF and VHF digital selective calling at coast radio stations and the construction of an INMARSAT coast earth station near Beijing. China is also considering use of Aeronautical Fixed Telecommunication Network (AFTN) at its maritime search and rescue centres.

4.3 The Committee also noted that where necessary an enhanced communications capability could be provided, at the discretion of the Administration, through installation of an INMARSAT SES terminal at RCCs.

4.4 The Committee also noted the need to provide shore-based facilities to introduce global maritime distress and safety system and for North West Pacific countries to take account of the global maritime distress and safety system in any national plans to improve maritime radiocommunications or their SAR organizations.

5 IDENTIFICATION OF REQUIRED SAR FACILITIES AND EQUIPMENT

5.1 The Committee recognized that the vast majority of maritime SAR incidents involved small vessels close to shore. Some Members advised that they were encouraging small vessels to be provided with a suitable EPIRB in order to provide a means of rapid distress alerting.

5.2 Taking into account the location of RCCs and the areas covered by the SRRs the Committee considered an urgent need existed for improving the communication capabilities of RCCs within the North West Pacific area and urged that IMO should study the matter in co-operation with ITU.

5.3 The Committee recommends the Conference should invite the Secretary-General of IMO to seek ways and means of securing the necessary funds to assist States which request technical assistance in these regards.

6 IDENTIFICATION OF SAR TRAINING REQUIREMENTS

6.1 Hong Kong informed the Committee that in view of an urgent need for efficient SAR personnel it had established a training programme in co-operation with the United States Coast Guard. Hong Kong would hold a local training course for 20-25 persons in late 1987 and in addition would send one officer to the Governors Island United States National SAR Training School, annually for the foreseeable future.

6.2 China was of the opinion that training as SAR Mission Co-ordinators and Masters of dedicated SAR vessels should only be given to qualified persons and that IMO should develop minimum standards for trainees wishing to enter courses.

6.3 The United States was of the opinion that it was essential that training include exercises between RCCs and SAR facilities and that IMO should encourage nations which have facilities to hold such exercises so as to establish the effectiveness of SAR in their maritime SRRs.

6.4 With regard to the proposed IMO training course for SAR Administrators and Mission Co-ordinators, Hong Kong, Malaysia and Singapore indicated that they had already expressed to the Organization their interest to nominate personnel for the SMC course. Indonesia, Federated States of Micronesia, Republic of Korea and Thailand indicated their interest in the course and to nominate participants. However the Federated States of Micronesia and Republic of Korea indicated they had so far not received invitations.

7 PROVISIONAL MARITIME SAR PLAN FOR THE NORTH WEST PACIFIC

7.1 Taking into account all information available to it and the considerations and recommendations set out in the preceding sections of this report, the Committee recommends the Conference to adopt the provisional maritime SAR plan given in resolution 1 of the Conference (annex 6) and to invite all Administrations concerned to take such measures as they deem appropriate towards its implementation.

8 OTHER MATTERS

The Committee briefly discussed the problems of:

- .1 the SMC reducing a distress phase to an alert phase or terminating the emergency when there was reason to suspect a distress situation no longer existed even though the ship concerned had not cancelled the distress, however no conclusion was reached; and
- .2 deciding whether a MEDIVAC is necessary, the general view on which was that a decision could only be taken on the advice of a doctor as it depends on the medical condition of the patient.

9 ACTION REQUESTED OF THE CONFERENCE

The Conference is invited to:

- .1 NOTE the agreement concluded between Japan and the United States and invite these countries to inform the Secretary-General of IMO of them (paragraph 1.2).
- .2 INVITE the Secretary-General of IMO to seek ways and means of securing the necessary funds to assist States which request technical assistance to improve their communication capabilities (paragraph 5.3).
- .3 ADOPT the provisional maritime search and rescue plan for the North West Pacific region (paragraph 7.1) and invite all Administrations concerned to take such measures as they deem appropriate towards its implementation.
- .4 ADOPT the report in general.

ANNEX 6

RESOLUTIONS ADOPTED BY THE TOKYO REGIONAL CONFERENCE ON MARITIME SEARCH AND RESCUE

Resolution No.1

ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

The Tokyo Regional Conference on Maritime Search and Rescue,

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to develop and promote search and rescue activity by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue region to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavors to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto which provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States,

HAVING CONSIDERED the draft provisional maritime search and rescue plan prepared by the Seminar and Workshop on Maritime Search and Rescue held in Jakarta from 15 to 20 October 1984,

1. ADOPTS the Provisional Maritime Search and Rescue Plan for the Asia and Pacific Region annexed hereto;
2. INVITES all coastal States in the Asia and Pacific Region:
 - (a) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to augment the said Plan and to keep the information contained therein up-to-date;

- (b) to consider ratification of or accession to the International Convention on Maritime Search and Rescue, 1979 at the earliest possible time if they are not yet parties to that Convention;
- 3. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the Asia and Pacific Region.

ANNEX TO RESOLUTION I

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE ASIA AND PACIFIC REGION

INTRODUCTION

The Provisional. Maritime Search and Rescue Plan for the Asia and Pacific Region was prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Tokyo Regional Conference on Maritime Search and Rescue, 1986 and is subject to adoption by the States concerned.

The Plan consists of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available including:
 - 2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available land-line communications and ship earth stations fitted at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated INMARSAT Coast Earth Stations (CES);
 - .2.5 Associated COSPAS/SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of the IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Final Meeting was unable to reach agreement on the areas of responsibility of Asia and Pacific countries which did not attend the Meeting and, without prejudice to the rights of those States, accepted the provisional areas of responsibility of neighbouring States. The Countries concerned, Democratic Kampuchea, Nauru, Niue, Tokelau, Vanuatu and USSR have been invited to either approve and accept the limits recommended by the Meeting or to seek bilateral agreement on changes with their neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co—ordination centre established to complement the latter within a specified area within a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Extra long range aircraft (ELR). Aircraft with a radius of action of 750 n.m. plus 2-1/2 hours search time remaining.

Very long range aircraft (VLR). Aircraft with a radius of action of 1,000 n.m. plus 2-1/2 hours search time remaining.

Long range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2-1/2 hours search time remaining.

Medium range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2-1/2 hours search time remaining.

Short range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus 2-1/2 hours search time remaining.

Heavy helicopter (HEL-H). Helicopter with the capacity of evacuating more than 15 persons and an endurance of more than 3-1/2 hours.

Light helicopter (HEL-L). Helicopter with the maximum capacity of evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV*). Long range seagoing craft.

Rescue boat (RB*). Short range coastal/river craft.

Coast earth station (CES). An INMARSAT communication station on the surface of the earth.

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system**
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
CRS	Coast radio station
ELR	Extra long range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
NM	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft

* Speed should be inserted, e.g. "RV(10)"

** When indicated it means that ship position information is available from the system

2 TABLE OF SAR FACILITIES2.1 AUSTRALIANATIONAL SAR AGENCY: Federal Sea Safety and Surveillance Centre (FSS&SC)

MAILING ADDRESS: The Director, Federal Sea Safety and surveillance Centre (FSS&SC), Department of Transport, P.O. Box 594, Civic Square ACT 2601

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS	
1	2	3	4	5	6	7	8	9	
CANBERRA MRCC	Tel: 62-475244 Tlx: FSSSC A-D 62349 AFTN ASMOYC Defence Address RAYWFS/Sea Safety, Canberra	Adelaide Brisbane Broome Carnarvon Darwin Experance Hobart Melbourne Perth Rockhampton Sydney Townsville Thurday Is	VIA VIB VIO VIC VID VIE VIH VIM VIP VIR VIS VIT VII	Singapore	-	Adelaide Brisbane Darwin Melbourne Perth Port Hedland Sydney Townsville	Primary units usually available VLR MRG SRG HEL-L	AUSREP Centre search planning computer	Secondary units usually available

2.2 BANGLADESHNATIONAL SAR AGENCY: Department of ShippingMAILING ADDRESS: Director General, Department of Shipping
Commissioner Building, Segunbagicha
Dhaka, Bangladesh

1	2	3	4	5	6	7	8	9
DHAKA MRCC	Tel: (OF) 02-407643 02-405434 (RES) 02-601375 Tlx: 642207 DGS BJ	a) Chittagong b) Khulna	Singapore	-	Dhaka	At Chittagong and at Chalna	a) With port areas and their limits, port salvage units are deployed for SAR b) Merchant vessels in the vicinity are used. c) Ocean-going salvage tug	

2.3 BRUNEI DARUSSALAM

NATIONAL SAR AGENCY: National SAR Centre (NSARCC)

MAILING ADDRESS: NSARCC, Royal Brunei Armed Forces Headquarters,
Berakas Camp, Negara Brunei Darussalam

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCCs MALAYSIA SINGAPORE	(see Malaysia and Singapore)	(see Malaysia and Singapore)	(see Malaysia and Singapore)	-	(see Malaysia and Singapore)	-	-	
AIR AND MARINE RCC	AFTN - WBSBYC Tel: 02-32777 (NSARCC) (24 hours manned) Tel: Brunei International Airport Tel: 02-32600 02-30454 02-30896 (24 hours manned) Telex: NSARCC-BU2220 BIA-BU 2267	-	-	-	-	One patrol craft at 30 min. notice. One B212 at 30 min. notice HEL-M (Day) 60 min. (night) Other patrol craft and Helicopters can be "scrambled"	Secondary FAC. Various ocean tugs stationed at Kuala Belait and Muara 2 permanently at sea 4HEL-H at Brunei Shell Seria Police patrol boats Marine boats Diving teams	

2.4 BURMA

NATIONAL SAR AGENCY:

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
NONE	-	-	-	-	-	Information will be given later		On receipt of SOS call, appropriate & prompt actions are co-ordinated among the Ministries concerned. Available resources used as required.

2.5 CHINANATIONAL SAR AGENCY: China Maritime Search and Rescue CentreMAILING ADDRESS: China Maritime Search and Rescue Centre, 10 Fuxin Road,
Beijing, China

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC 1	Tel: 363941 (Beijing) Tlx: 222258 CMSAR CN Reserved Tlx: 22462 COMCT CN Cable: 4602	-	Under construction	-	Beijing	RV: 34	Aircraft or rescue vessels of civil aviation navy or air force are available	
10 MRSC		24 Associated CRS						

2.6 COOK ISLANDSNATIONAL SAR AGENCY: Cook Islands PoliceMAILING ADDRESS: Commissioner of Police, National Headquarters
P.O. Box 101, Rarotonga, Cook Islands

1	2	3	4	5	6	7	8	9
MRCC Auckland					ARCC Auckland			
RCC Rarotonga	Tel: 22499 Tlx: RG 62011 Answer back 62011 COOKPOL RG and/or Tel: 22476 Tlx: "COMBIV" RG 62010	Rarotonga (ZKR) (24 hours) Penrhyn (ZKJ) Aitutaki (ZKO) 2182 kHz 4125 kHz 156.8 MHz	(Peacesat Network ZKIXA) Cable and wireless: satellite station		RCC Rarotonga Post and Telecommunication Centre	-	Domestic aircraft International aircraft Four ships Crash Fire Rescue Boat	

2.7 DEMOCRATIC KAMPUCHEA *NATIONAL SAR AGENCY: -

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
								No information

* DEMOCRATIC KAMPUCHEA did not attend the Conference.

2.8 DEMOCRATIC PEOPLE'S REPUBLIC OF KOREANATIONAL SAR AGENCY: The Waterways and Lighthouse DepartmentMAILING ADDRESS: The Waterways and Lighthouse Department
Dong Hung Dong, Jungku District, Pyongyang

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC RAZIN NAMPO	- Telex 5461 KP (24 hours)	-	-	- -	Near the 2 MRCCs	WONSAN HAMHUNG KIMCHAIK CHONGJIN HAIZU SONGRIM	Harbour craft Tugs	The Civil Aviation Authority assists The Waterways and Lighthouse Dept. upon request in maritime SAR operations

2.9 HONOLULU (United States)NATIONAL SAR AGENCY: United States Coast GuardMAILING ADDRESS: United States Coast Guard
Commandant (G-OSR), 2100 2nd Street SW
Washington DC 20593

1	2	3	4	5	6	7	8	9
MRCC HONOLULU	Tel: 5467109 5364336 (hot line) Tlx: 392401 AFTN PHNLYC	Honolulu (NMO)	Santa Paula	United States (MCC)	Honolulu	USN units USAF units USCG units private and commercial units	-	RCC manned 24 hours per day

2.10 INDIANATIONAL SAR AGENCY: Coast GuardMAILING ADDRESS: Coast Guard Headquarters,
New Delhi 110011, India

1	2	3	4	5	6	7	8	9
<u>West Zone</u> BOMBAY (RCC) Kandla (RSC) Goa (RSC)	Tel: To be provided Tlx: To be provided	Kandla Bombay Goa Cochin	-	-	Bombay	MRG HEL surface ships	Available: civil and defence aircraft and helicopters are used	-
South Zone COCHIN (RCC) Mangal ore (RSC) Madras (RSC)		Bangalore Visakhapatnam Madras Calcutta			Bangalore Madras	- as above -	Available: defence craft, offshore supply vessels and port trust tugs etc.	CRS to be established at Paradip
East Zone VISAKHAPATNAM (RCC) Calcutta (RSC)		Port Blair				- as above -		Port Blair (RCC) (not operational)

2.11 INDONESIANATIONAL SAR AGENCY: BASARNAS SAR HQMAILING ADDRESS: National SAR Agency
J1 Sarnas Halimperdanakesuma
Jakarta - Timur

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
National SAR HQ (BASARNAS)	Tel: 021-800111 Tlx: 48277 AFTN: W111YC	Jakarta Radio PKI	Singapore	-	Jakarta W111YD	LRG RB MRG RV HEL-M LRU HEL-L MRU	Merchant Marine Volunteers Civil Defence Amateur radio	
JAKARTA JRCC Sukarno-Hatta airport	Tel: 021-5506124 Tlx: 44014 AFTN: W111YC	Jakarta Radio PKI			Jakarta W111YD	- same -	- same-	
JRSC: Medan	Tel: 061-327111 Tlx: 51335 AFTN: WIPMYC	Coast watch PKB						
Padang	Tel: 0751-24111 Tlx: 55223 AFTN: WIPGYC	PKP-2*						
Pakanbaru	Tel: 0761-21818 Tlx: 56325 AFTN: WIPBYC	-						
TG. Pinang	Tel: 0761-21111 Tlx: 57111 AFTN: WIPNYC	PKJ-2						
Palembang	Tel: 0711-25111 Tlx: 27345 AFTN: WIPPYC	PKC						
Pontianak	Tel: 0711-111 Tlx: - AFTN: WIPOYC	PKS						

2.11 INDONESIA (Contd.)

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
SURABAYA JRCC (Juanda airport)	Tel: 031 800 111 Tlx: 31276 AFTN: WRRDYC	Surabaya Radio PKD			Surabaya WRSJYD	LRG RB MRG RV HEL-M LRU HEL-L MRU	Merchant Marine Volunteers Civil Defence Amateur radio	
JRSC: Denopsar	Tel: 0361-3111 Tlx: 35213 AFTN: WRDDYC	Coast watch -						
Balikpapan	Tel: 0542-22111 Tlx: - AFTN: WRBLYC	PKN						
Banjarmasin	Tel: 0511 Tlx: 39352 AFTN: WRBBYC	PKG						
UJUNG PANDANG JRCC (Hasanuddin airport)	Tel: 0411 6111 Tlx: 71425 AFTN: WRMMYC	Makasar Radio PKF			Ujung Pandang WAAAYD	- same -	- same -	
JRSC: Kupang	Tel: 0391-22111 Tlx: - AFTN: WRKKYC	Coast watch PKK						
Manado	Tel: 0211-21111 Tlx: - AFTN: WRMNYC	PKM						
Ambon	Tel: 0911 - Tlx: 73166 AFTN: WRMAYC	PKF						
BIAK JRCC (Franskasiepo airport)	Tel: 9611-21111 Tlx: 76150 AFTN: WABBYC	PKY-2			Biak WABBYD	- same - (available from Ujung, Pandang)	- same -	
JRSC: Jayapura	Tel: - Tlx: - AFTN: WABSYC	-						
Sorong	Tel: 0951-21111 Tlx: 77112 AFTN: WABJYC	PKY-4						
Merauke	Tel: 0971-221111 Tlx: 76169 AFTN: -	PKY-5						

2.12 IRAN (ISLAMIC REPUBLIC OF)NATIONAL SAR AGENCY: Ports and Shipping Organization

MAILING ADDRESS:

Ports and Shipping Organization of Islamic Republic of Iran, Tehran
Tel: 837041-9; 837699. Tlx: 212271 BNDR-IR

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC TEHRAN								
Bandar Abbas	Tlx: 362815	MF/HF/VHF	-	-	BNDR ABBAS naval base	Ocean-going vessels O.G.V. (4-6)	naval ships helicopters hovercrafts	
Bandar Bushehr	Tlx: 332108	MF/HF/VHF			Bandar Bushehr naval base	O.G.V. (2-4) fast boat	-as above -	
Bandar Emam Khomeini	Tlx: 612051	MF/HF/VHF			Bandar Emam Khomeini naval base	O.G.V. (4-6)	-as above -	
Bandar Chan Bahar		VHF				O.G-V (2) (1200-2400 H.P)	-	

2.13 JAPANNATIONAL SAR AGENCY: Maritime Safety Agency (JMSA)

MAILING ADDRESS:

1-3 Kasumigaseki 2-chome chiyoda-ku, Tokyo 100, Japan
Tel: 03-591-6361 Telex: 2225193 JMSAHQ J
AFTN: RIAAYK

1	2	3	4	5	6	7	8	9
MRCC OTARU Agency: 1st Regional Maritime Safety HQ	Tel: 0134-32-6162/4 Tlx: 952716 JMSAOT J	Otaru sea patrol radio/JNL	Ibaragi CES Yamaguchi CES	-	-	1-MRG 2-SRG 6-HEL-M 23-RV (13-22) 17-RV (12-30)	Japanese Ship Reporting System (JASREP)	Japan Life-Boat Association is available if needed
MRCC SHIOGAMA Agency: 2nd Regional Maritime Safety HQ	Tel: 02236-3-0112/3 Tlx: 859227 JMSASI J	Shiogama sea patrol radio/ JNN	Ibaragi CES Yamaguchi CES		-	2-SRG 3-HEL-M 12-RV (16-22) 14 RB (12-30)	JASREP	- as above -
MRCC YOKOHAMA Agency: 3rd Regional Maritime Safety HQ	Tel: 045-211-0773 Tlx: 3822586 JMSAYO J	Yokohama sea patrol radio/ JGC	Ibaragi CES Yamaguchi CES		Tokyo	3-MRG 2-SRG 5-HEL-M 2-HEL-L 16-RV (13-28) 32-RB (12-22) Special Rescue Team	JASREP	- as above -

2.13 JAPAN (Contd.)

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSA T MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC NAGOYA Agency: 4th Regional Maritime Safety HQ	Tel: 052-661-1612/3 Tlx: 2225193 JMSAHQ J	Nagoya sea patrol radio/JNT	Ibaragi CES Yamaguchi CES		2-HEL-L	2-HEL-M 3-RV (13-20) 15-RB (14-20)	JASREP	- as above -
MRCC KOBE Agency: 5th Regional Maritime Safety HQ	Tel: 078-391-6551 Tlx: 2225193 JMSAHQ J	Kobe sea patrol radio/JGD	Ibaragi CES Yamaguchi CES		3-HEL-M	1-SRG 11-RV (13-20) 29-RB (12-26)	JASREP	- as above -
MRCC HIROSHIMA Agency: 6th Regional Maritime Safety HQ	Tel: 082-251-5115/6 Tlx: 2225193 JMSAHQ J	Hiroshima sea patrol radio/ JNE	Ibaragi CES Yamaguchi CES		1-HEL-M	2-SRG 2-HEL-L 9-RV (13-20) 35-RB (12-26)	JASREP	- as above-
MRCC KITAKYUSHYU Agency: 7th Regional Maritime Safety HQ	Tel: 093-321-0556 Tlx: 713440 JMSAKI J	Moji sea patrol radio/JNR	Ibaragi CES Yamaguchi CES		3-HEL-M	2-SRG 14-RV (13-20) 46-RB (12-30)	JASREP	- as above-
MRCC MAIZURU Agency: 8th Regional Maritime Safety HQ	Tel: 0773-76-4103/4 Tlx:2225193 JMSAHQ J	Maizuru sea patrol radio/ JNC	Ibaragi CES Yamaguchi CES		8-RV (13-20)	2-HEL-M 12-RB (12-30)	JASREP	- as above-
MRCC NIIGATA Agency: 9th Regional Maritime Safety HQ	Tel: 0252-44-4151/3 Tlx: 2225193 JMSAHQ J	Niigata sea patrol radio/ JNJ	Ibaragi CES Yamaguchi CES		- 2-HEL-M	2-SRG 5-RV (18-20) 9-RB (12-30)	JASREP	- as above-
MRCC KAGOSHIMA Agency: 10th Regional Maritime Safety HQ	Tel: 0992-23-2292/3 Tlx: 782266 JMSAKA J	Kagoshima sea patrol radio/ JNJ	Ibaragi CES Yamaguchi CES		- 2-HEL-M	2-SRG 9-RV (13-22) 13-RB (18-30)	JASREP	- as above-
MRCC NAHA Agency: 11th Regional Maritime Safety HQ	Tel: 0988-66-0088 Tlx: 795211 JMSANH J	Naha sea patrol radio/ JNB	Ibaragi CES Yamaguchi CES		3-SRG	1-MRG 3-HEL-M 6-RV (13-20) 9-RB (18-30)	JASREP	- as above -

2.14 KIRIBATINATIONAL SAR AGENCY: Marine Division, Ministry of Communications, Republic of KiribatiMAILING ADDRESS: Marine Superintendent, Ministry of Communications,
Marine Division, P.O. Box 506, Betio, Tarawa
Republic of Kiribati

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSA T MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC NANDI (Fiji)	-	see NANDI (Fiji)	-	-	Nandi International Airport	-	-	-
SAR Centre TARAWA (Betio Islet) Gilbert Islands	Tel: Betio 468 474 Tlx: KI 053 via Sydney (Australia) Tlx: KI 7702 26469 (Marine Guard) Tel: Kiribati 26468 (Marine Superintendent)	Tarawa Radio Aeronautical and marine guard station (ch.9 and 40)	-	-	-	-	Chartered aircraft Heron Trislandel Casa 9 ships (not SAR) can assist SAR on request	Commercial land earth station could help SAR cases, call No. KI 77024 answer back TELCBAI 17 radio stations throughout Kiribati operating on 6987.5 kHz

2.15 MALAYSIANATIONAL SAR AGENCY: Marine Department, MalaysiaMAILING ADDRESS: Marine Department, P.O. Box 12, 42007 Port Kelang
Malaysia

1	2	3	4	5	6	7	8	9
KUALA LUMPUR MRCC/ARCC	Tel: 03-3686616 Tlx: LAUT MA 39748 Kuala Lumpur AFTN: WMFCYC	Penang Radio Kuantan Radio	Singapore	-	Kuala Lumpur	(To be sent to IMO)
KOTA KINABALU MRCC/ARCC	Kota Kinabalu AFTN: WBFCYC	Kota Kinabalu Radio Kuching Radio						

2.16 MALDIVES (REPUBLIC OF)

NATIONAL SAR AGENCY: National Security Service, Malé

MAILING ADDRESS: National Security Service, Malé,
Republic of Maldives

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
COLOMBO MRCC		Colombo	Singapore	-	Colombo	No "declared" SAR units	Patrol craft Small launches Light aircraft for limited sea and island searches	There are no declared plans for SAR at present. However, plans will be made in very near future to develop SAR resources with aim to establish an RCC and two RSCs in the Maldives in the following order: 1) Malé - capital (RCC) 2) North Maldives- Hanimanthor Island proposed domestic airport; and 3) South Maldives- Kaddoo Island domestic airport.
MRSC MALE INTERNATIONAL AIRPORT	Coast Guard National Security Service Tel: 2606/2534 Tlx: 66056 AMAN MF	Malé CRS (details to be provided)						

2.17 MARSHALL ISLANDS

NATIONAL SAR AGENCY: Majuro SAR Co-ordinator

MAILING ADDRESS: SAR Co-ordinator
P.O. Box 15, Majuro, Marshall Islands RMI 96960

1	2	3	4	5	6	7	8	9
MRCC HONOLULU	see Honolulu (United States)	see Honolulu (United States)	-	-	see Honolulu (United States)	-		
Majuro	Tel: 3234 Tlx: 0926 REPMAR SES (Voice and Tlx)						3 RV 1 EA HS 748 2 EA Nomad (SRG)	

2.18 MICRONESIA, FEDERATED STATES OFNATIONAL SAR AGENCY: National Disaster Control OfficeMAILING ADDRESS: Disaster Control Officer, Office of the President
Federated States of Micronesia, Kononia, Pohnpei 96941
Telex: (729) 6807 FSMGOV FM. Tel: (691) 649/228

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC HONOLULU	see Honolulu (United States)	see Honolulu (United States)	-	-	see Honolulu (United States)			
DCO: Kosrai	Tel: (691)-3002 3003 3161 Attn: D.C. Officer Tlx: (729) 6874 GOVKOS FM Attn: D.C. Officer Via satellite earth station (691): 6871 PBKOS	Kosrai (KUP 76) 2182 kHz 2724 kHz 5205 kHz	-	-	-	No dedicated SAR units	RV available	DCO not manned 24 hours a day (0800-1700 LMT) except during emergencies
Pohnpie	Tel: (691) 356 235 Tlx: (729) 6808 GOV PNI FM Via satellite earth station 6801 PBPNI 6802 PBPNI	Pohnpie (KUP 66) 2182 kHz 2724 kHz 5205 kHz	-	-	-	No dedicated SAR units	available (2) RV (2) Beachcraft (MRG) (1) Islander (SRG)	
Truk	Tel: (691) 232 231 234 Tlx: (729) 6833 GOVTRK FM via satellite earth station 6831 PBTRK	Truk (KUP 67) 2182 kHz 2724 kHz 5205 kHz 5470 kHz	-	-	-	No dedicated SAR units	Available (1) RV	
Yap	Tel: (691) 2108 2175 Tlx: (729) 6856 GOVYAP FM Via satellite earth station 6851 PBYAP	Yap (KUP 69) 2182 kHz 2724 kHz 5205 kHz 5470 kHz 7876.5 kHz	-	-	-	No dedicated SAR units	Available (1) RV (2) Evangel (SRG)	

2.19 NANDI (Fiji)

NATIONAL SAR AGENCY: Nandi ARCC

MAILING ADDRESS: HM Fiji Government Ministry for Communications,
Works and Transport

Telex: 2167 FOSEC

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESS	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC Nandi International Airport	Tel: 72500 Ext. 4213 Tlx: 5299 CAAF FJ AFTN: NFFNYC	-	-	-	Nandi International Airport	No ships or aircraft specifically dedicated for SAR purposes	Commercial ship and aircraft may be deployed	Memorandum of Understanding with New Zealand for assistance with long range search aircraft
MRSC Suva	<u>Present</u> Tel: 311599 315299 (office) 31222/22812 (after hours) Tlx: 2167 FOSEC FJ AFTN: NFSUYC <u>Proposed</u> Tel: 362680/361368 Tlx: 2632 NAVDIV FJ AFTN: NFSUYC	Suva Radio (3DP)			-	3 Naval Patrol vessels 6 Govt. Coastal vessels	Amateur Radio available in parts of Fiji	

MRSC Lautoka

2.20 NAURU*

NATIONAL SAR AGENCY:

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
								No information

2.21 NEW CALEDONIA (France)

NATIONAL SAR AGENCY: Secretariat d'ETAT à la mer

MAILING ADDRESS: OPCEN MARINE
NOUMEA, B.P. 38
Noumea CEDEX

1	2	3	4	5	6	7	8	9
NOUMEA (OPCEN MARINE NOUMEA)	Tel: (686) 26-4372 Tlx: 200-706-180	Noumea Radio 500 kHz (FJP) 2182 kHz (FJP2)	Singapore	-	ARSC Tontonta flight Information Centre	Guardian-type maritime patrol aircraft (Falcon 20), HEL-M and vessels provided by air- force and navy	-	-

* NAURU did not attend the Conference.

2.22 NEW ZEALANDNATIONAL SAR AGENCY: New Zealand Ministry of TransportMAILING ADDRESS: 1. The Director, Civil Aviation Division, Ministry of Transport,
Private Bag, Wellington, New Zealand
2. Marine SAR enquiries, Nautical Advisor,
Marine Division.

Tel: Wellington 721 235

Telex: 31524 AFTN NZHOYA

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESS	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC AUCKLAND (up to 50 miles from coast)	Tel: 775 261 Tlx: NZ 31524 Answer back CIVAIR AFTN: NZAAYC	Auckland (ZLD)			Auckland	No ships or aircraft specifically tasked with SAR responsibility	-	MRCC not manned 24 hours a day
AUCKLAND OCEANIC		Auckland (ZLD)	Singapore			Defence Force: LRG MRG SRG HEL Civil aircraft		It is intended to provide one MRCC dedicated to maritime SAR and ship reporting.
MRCC WELLINGTON	Tel: 881035 AFTN: NZWNYC	Wellington (ZLW)			Wellington			Norfolk Island is under Australian SAR control.
MRCC CHRIST CHURCH	Tel: 583179 AFTN: NZCHYC	Awarua (ZLB)			Christchurch			

2.23 NIUENATIONAL SAR AGENCY:

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
								see Nandi (Fiji)

* NIUE did not attend the Conference.

2.24 PAKISTAN

NATIONAL SAR AGENCY: Director General, Ports & Shipping Wing
Ministry of Communications

MAILING ADDRESS: Director General, Ports & Shipping Wing
Ministry of Communaicaions, Sommerset House
Saddar, Karachi, Pakistan

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC KARACHI Ports and Shipping Wing	<u>Karachi</u> <u>A-Telex</u> 1. D.G. 515732 2. Centre 511229	Karachi Call sign - ASK	(Karachi expected to be established)	-	Karachi	"Declared Units" Maritime Security Agency's sea- going units Harbour seagoing tugs and other port craft "Non-Declared facilities War ships, aircraft and merchant ships, radar communication facilities given in the Notices to Mariners for this area	- World wide communications - Maritime training complex conducting maritime courses catering for the STCW Convention standards	MRCC and MRSCs will be developed as per the Convention requirement keeping in view the resource constraints of the country.
MRSC (under consideration) 1. GWADAR 2. ORMARA 3. PASNI	<u>B - Telex</u> 23774 HYDRO PAK <u>C - Cable</u> Area Nine Karachi							

2.25 PAPUA NEW GUINEA

NATIONAL SAR AGENCY:

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
MRCC PORT MORESBY	To be advised				Port Moresby	To	be	advised

2.26 PALAU

NATIONAL SAR AGENCY:

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
MRCC HONOLULU	see Honolulu (United States)	see Honolulu (United States)	-	-	see Honolulu (United States)	-	-	

2.27 PHILIPPINESNATIONAL SAR AGENCY: Manila Rescue Co-ordinating CenterMAILING ADDRESS: Headquarters, Philippine Coast Guard (HPCG)
25th Street, Port Area
Manila, Philippines

1	2	3	4	5	6	7	8	9
MDRC (HPCG)	Tel: 48-96-11 to 19	-		-	-	Four (4) SAR of the medium type and forty (40) patrol craft fast (PCF)	Philippines Coast Guard Auxiliary Force (PCGAF) provides assistance on voluntary basis	
RSCs:						Three (3) rescue helicopters and four (4) islanders		
DMDRC 1st District	49-27-39							
DMDRC 2nd District	90-553							
DMDRC 3rd District	77-16							
DMDRC 4th District	2801							
DMDRC 5th District	725-2548							
DMDRC 6th District	76-02-9							
DMDRC 7th District	41-34-02							
DMDRC 8th District	41-34-11							
	75-72-3							
PCG MDRC = Philippines Coast Guard Maritime Disaster Response Center DMDRC = District Maritime Disaster Response Center SMDRC = Station Maritime Disaster Response Center								

2.28 REPUBLIC OF KOREA

NATIONAL SAR AGENCY: Korean National Maritime Police

MAILING ADDRESS: Korean National Maritime Police (KNMP)
H.Q. Incheon, The Republic of Korea

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MDRC (effective RCC) H.Q. KNMP Incheon	Pusan Tlx: K 53343 (exclusive channel MRCC KITAKYUSHYU (Japan) 7th Regional Maritime Safety HQ)	rescue communication center at Pusan district command CW 500 kHz 2183.4(SSB) 4kHz		-	KIMPO International airport operated by Civil Aviation Bureau of Ministry of Transportation Tel: Seoul 662-0884 663-0041 Ext. 2266, 2265	A certain number of KNMP ships above 300 tons class Korean military force (when this does not interfere with their mission) fishing leading ships	The office of fisheries The Maritime Port Administration	
MRSC								
Each district command of KNMP effective RSCs: Incheon Kunsan Mokpo Cheju Yosu Chungmu Pusan Pohang Donghae Sokcho		fishing ship CRS 24 merchant ship CRS 13 total 37 CRS CRSs with "hotline" with adjacent KNMP district command: Incheon Kunsan Mokpo Yosu Chungmu Pusan Donghae Geojin Pohang				short range (SRG):9 medium range (MRG): 5 medium rotary wing (RWM): 2 heavy rotary wing (RWH): 2		

2.29 WESTERN SAMOA

NATIONAL SAR AGENCY:

MAILING ADDRESS: Ministry of Transport, P.O. Box 1607, Apia, Western Samoa.
Tel: 23700, 01, 02

1	2	3	4	5	6	7	8	9
MRCC NANDI								see Nandi (Fiji)

2.30 SINGAPORENATIONAL SAR AGENCY: Singapore Marine DepartmentMAILING ADDRESS: Singapore RCC, Air Traffic Control Centre
Lorada Complex, Biggin Hill Road
Chaing, Singapore 1750

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
Singapore Marine Department	Tel. 5412682 5425024 Tlx: AVIATEL RS 21231	Singapore Radio/ 9VG 380, 15 km Yio Chu Kang Road, Singapore 2880 500 kHz 2,182 kHz	Sentosa - Singapore	-	Singapore ARCC	Aircraft Salvage tugs Naval vessels Merchant vessels in area Inshore craft SRG (Skyvan) HEL-H(Super Puma) VLR (C130)	Meteorological services Marine police Navy Air force Civil aviation authority	All aircraft carry droppable sea survival equipment

2.31 SOLOMON ISLANDSNATIONAL SAR AGENCY: Henderson Airport, HoniaraMAILING ADDRESS: Marine Division, Ministry of Transport
Works and Utilities
P.O. Box G32, Honiara, Solomon Islands

1	2	3	4	5	6	7	8	9
MRCC HONIARA	RCC Honiara Marine Division Ministry of Transport, Works and Utilities Tel: Honiara Day 21535; 22510; 22787; 22537 Evening 22054 23052; 22935 Tlx: 66352	HONIARA (H4H) 500 kHz 472 kHz 2182 kHz 6215.5 kHz	-	-	Honiara Henderson airport	8 RV (28m) 1 SARV (25m) 1 SIPV (28m)	aircraft solair	The patrol boat "TULAGI" is available for SAR and the SIPV "SAVO" is now used for police patrol.

2.32 SRI LANKA

NATIONAL SAR AGENCY: Air Traffic Control Centre, Ratmalana

MAILING ADDRESS: Deputy Director, Merchant Shipping
Ministry of Trade and Shipping
21 Vauxhall Street, Colombo 2, Sri Lanka

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
COLOMBO MRCC	Tel: 20115 AFTN: VCCCYC	Colombo Radio	Singapore	-	Colombo ARCC	Available resources used as required	SMG (2) HEL-L HEL-M	Aeronautical SAR services are mobilized for maritime SAR work when required

2.33 THAILAND

NATIONAL SAR AGENCY: Department of Aviation

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
MRCC BANKOK	Aeronautical Telegraphic address: VTBAYC Tel: 2860506 2860576 2860594 Tlx: 72099 72099 DEPAVIA TH	Bangkok Radio (HSA) 500 kHz 518 kHz 2182 kHz 6215.5 kHz 156.8 kHz	-	-	Bangkok Area Control Centre	Royal Thai Navy HEL-M MRG RB Royal Thai Air Force MRG HEL-M Other Government agencies have SAR facilities		Available resources used as required

2.34 TAHITI (France)

NATIONAL SAR AGENCY: PC OPS ALPACI PAPEETE

MAILING ADDRESS: Le Commandant du SP
91300 (PC OPS)

1	2	3	4	5	6	7	8	9
MRCC PAPEETE	Tel: (689) 26501 Ext. 432, 433, 434 Tlx: 269 COSFAPOL AFTN: NTAAYC	Mahina Radio	Ibaraki (Japan) Santo Paulu (USA)	-	Papeete airport	Aircraft and vessels provided by Navy and Airforce Guardian- type maritime patrol aircraft	-	-

2.35 TOKELAU*NATIONAL SAR AGENCY: -

MAILING ADDRESS: -

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC NANDI (Fiji)								See Nandi (Fiji)

2.36 TONGANATIONAL SAR AGENCY: -

MAILING ADDRESS: To be advised as soon as possible

1	2	3	4	5	6	7	8	9
MRCC NANDI (Fiji)								See Nandi (Fiji)

2.37 TUVALUNATIONAL SAR AGENCY: not establishedMAILING ADDRESS: For SAR matters: Fishery Officer
Tuvalu Government, Funafuti,
Tuvalu Islands

1	2	3	4	5	6	7	8	9
MRCC NANDI (Fiji)	see Nandi (Fiji)	see Nandi (Fiji)	-	-	see Nandi (Fiji)	-	-	SAR Committee has just been established under the Tuvalu Government Funafuti Radio provides limited HF radio telephone service with ships and neighbouring islands HF radiotelegraph AFTN circuit with NANDI (Fiji)

* TOKELAU did not attend the Conference.

2.38 USSR*

NATIONAL SAR AGENCY: V/O "MOREPLAVANIE"

MAILING ADDRESS: V/O "MOREPLAVANIE", 1/4 Ul Zhdanova, Moscow, 103759, USSR
Telephone: 258-08-78, 258-08-82. Telex: 411197 MMF SU

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
Vladivostok	Tel: 7-89-14 Tlx: 213115A MRF SU 213115B MRF SU 213115C MRF SU	<u>500 kHz</u> Vladivostok/UIK Providenie/UCZ Pevek/UIV Tiksi/UAL <u>2182 kHz</u> Vladivostok Radio	Nakhodka Telex: 213824 MRF SU	Moscow Telex: 411469 COPA SU Tel: 926-13-74	Khabarovak Yakutsk	LRG, MRG, SRG HEL-H RV, RB	Naval ships merchants, fishing, pilot vessels icebreakers, planes, helos	-
Korsakov	Tel: 2-23-22 Tlx: Kholmsk 412613 SSC SU	<u>500 kHz</u> Kholmsk/UFO Korsakov/UCC-2 <u>2182 kHz</u> Kholmsk Radio Korsakov Radio	Nakhodka Telex: 213824 MRF SU	See Vladivostok	Khabarovak	MRG HEL-H RV, RB	Naval ships, merchant, fishing, pilot vessels planes, helos	-
Petropavlovsk- Kamchatsky	Tel: 2-46-24	<u>500 kHz</u> Petropavlovsk/ UBE-4 <u>2182 kHz</u> Petropavlovsk Radio	Nakhodka Telex: 213824 MRF SU	See Vladivostok	Petropavlovsk Mosadan	MRG, SRG HEL-H RV, RB	Naval ships, merchant, fishing, pilot vessels planes, helos	-

2.39 VANUATU**

NATIONAL SAR AGENCY:

MAILING ADDRESS:

1	2	3	4	5	6	7	8	9
see Nandi (Fiji)								

* USSR did not attend the Conference. The above is based on information provided by the USSR to IMO given in SAR 3/Circ.3

** VANUATU did not attend the Conference.

2.40 VIETNAMNATIONAL SAR AGENCY: General Maritime DepartmentMAILING ADDRESS: Tong Cuc Duong Bien
11 Votmi Sav Street, Hai Phong City,
Vietnam

1	2	3	4	5	6	7	8	9
GEMADEPT	Hai Phong	Hai Phong	Singapore	-	-	Two salvage vessels		-
	Tlx: 45229 Trans VT	Saigon	Hong Kong			3200 HP each One salvage vessel 4000 HP		

2.41 HONG KONG (IMO Associate Member)NATIONAL SAR AGENCY: The Hong Kong Marine Rescue Co-ordination CentreMAILING ADDRESS: The Hong Kong Marine Rescue Co-ordination Centre
Room 1202, Port Communications Centre
Rumsey Street Multi-Storey Car Park Building,
P.O. Box 4155, Hong Kong

MRCC OR MRSC	LANDLINE COMMUNICATIONS INCLUDING SES	ASSOCIATED CRSs	ASSOCIATED INMARSAT CESs	ASSOCIATED COSPAS/SARSAT MCCs	ASSOCIATED ARCC	RESCUE UNITS AVAILABLE	OTHER UNITS AVAILABLE	REMARKS
1	2	3	4	5	6	7	8	9
MRCC "MARDEP" HONG KONG	Tel: 5-454645 5-450182 (4 lines) Tlx: 63607 MDPCC HK	Cable Wireless Radio VPS	and Coast Station	Singapore	Nil	Civil Aviation Dept. Kaitak Airport	<u>Royal Hong Kong Auxiliary Air Force</u> 1 C-404 Cessna Tital 1 BN-2 Islander 3 Dauphin Helicopters <u>Royal Navy</u> (RN) 5 V/L 690 tons Royal Air Force (RAF) 8 Wessex Helicopters	Various small craft for local operations within Hong Kong coastal waters, co-ordinated by MARDEP MRCC and assets not dedicated MRCC is part of the port communications centre and assets used are marine police, auxiliary air force, the RN and the RAF

3 DETAILS OF PROVISIONAL AREAS OF RESPONSIBILITY FOR MARITIME SEARCH AND RESCUE (MSRRs)

3.1 AUSTRALIA

The Australia MSRR is bounded by a line connection the following geographical positions:

- | | | | |
|------|--|------|---|
| (1) | Coast of Antarctica at the meridian of 163°00'E. | (8) | 9°50'S., 141°00'E |
| (2) | 17°40'S., 163°00'E. | (9) | 9°50'S., 139°40'E. |
| (3) | 14°00'S., 161°15'E. | (10) | 7°00'S., 135°00'E. |
| (4) | 14°00'S., 155°00'E. | (11) | 9°20'S., 126°50'E. |
| (5) | 12°00'S., 155°00'E | (12) | 12°00'S., 123°20'E |
| (6) | 12°00'S., 144°00'E. (see note) | (13) | 12°00'S., 107°00'E. |
| (6A) | 9°24'S., 144°13'E. | (14) | 2°00'S., 92°00'E. |
| (6B) | 9°08'S., 143°53'E. | (15) | 2°00'S., 78°00'E. |
| (7) | 9°37'S., 141°02'E (see note) | (16) | 6°00'S., 75°00'E |
| | | (17) | Coast of Antarctica at the meridian of 75°00'E. |

Note: Between positions (6) and (7) the boundary of the Australia MSRR follows the territorial boundary. As the territorial boundary in this area cannot be readily defined by co-ordinates, positions 6A and 6B may be used for AUSREP purposes only.

3.2 BANGLADESH

The Bangladesh MSRR is bounded by a line connecting the following positions:

- (1) Coastal border between Bangladesh and India
- (2) 18°00'N 89°00'E
- (3) 18°00'N at the limit of Burma territorial waters.

The line then follows:

- (4) the limit of Burma territorial waters to the seaward boundary between Bangladesh and Burma; and along
- (5) the seaward boundary between Bangladesh and Burma to the coast.

3.3 BRUNEI DARUSSALAM

Brunei Darussalam proposes an SRR extending approximately 200 nautical miles off its coast. The geographical co-ordinates of the proposed SRR will be defined by a multilateral agreement between Brunei Darussalam, Malaysia and Singapore.

3.4 BURMA

Burma conducts SAR within its exclusive economic zone *

3.5 CHINA AND HONG KONG (IMO Associate Member)

The MSRR of China and Hong Kong is the area of the China Sea north of latitude 10°00'N and west of longitude 120°00'E excluding the immediate coastal waters of the Philippines and Vietnam.

Note: See paragraphs 2.10 and 2.12 of annex 5.

* Details of zone to be forwarded to IMO.

3.6 CHINA

In addition to 3.5 above, see "North West Pacific" SAR Area.

3.7 COOK ISLANDS

The Cook Islands are situated in the MSRRs "Auckland Oceanic" (New Zealand) and "Honolulu" (United States).

3.8 DEMOCRATIC KAMPUCHEA*

No information.

3.9 DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

See "North West Pacific" SAR Area.

3.10 HONOLULU (United States)

The Honolulu MSRR is bounded by a line connecting the following geographical positions:

(1)	40°00'N.,	150°00'W.	(10)	0°00' .,	141°00'E
(2)	7°10'N.,	120°00'W.	(11)	3°30'N.,	141°00'E.
(3)	3°30'N.,	120°00'W.	(12)	3°30'N.,	132°00'E.
(4)	3°30'N.,	145°00'W.	(13)	6°00'N.,	132°00'E.
(5)	5°00'S.,	155°00'W.	(14)	6°00'N.,	130°00'E
(6)	5°00'S.,	180°00'E.	(15)	21°00'N.,	130°00'E.
(7)	3°30'N.,	180°00'E.	(16)	21°00'N.,	165°00'E.
(8)	3°30'N.,	160°00'E.	(17)	29°00'N.,	165°00'E.
(9)	0°00' .,	160°00'E.	(18)	40°00'N.,	165°00'W.

Note: The Honolulu MSRR includes the old MSRR Guam.

3.11 INDIA

The India MSRR is bounded by a line connecting the following geographical positions:

(1)	Coastal border between India and Pakistan	(7)	8°00'N.,	73°00'E
		(8)	6°00'N.,	78°00'E.
(2)	12°00'N., 63°00'E.	(9)	10°00'N.,	80°00'E.
(3)	12°00'N., 60°00'E.	(10)	10°00'N.,	82°00'E.
(4)	6°00'S., 60°00'E.	(11)	6°00'N.,	92°00'E
(5)	6°00'S., 68°00'E.	(12)	6°00'N.,	97°32'E.
(6)	0°00'S., 68°00'E.			

Note: Northwards of positions (9) to (12) in the Bay of Bengal and Andaman Sea the area outside the limits of the territorial waters of other littoral countries.

* Democratic Kampuchea did not participate in the Conference.

3.12 INDONESIA

The Indonesian MSRR is bounded by a line connecting the following geographical positions:

- | | |
|---|--|
| (1) The coastal border between Malayasia and Indonesia (Tg. DATU) | (17) 09°20'S., 126°50'E. |
| (2) 06°17'N., 109°33'.0E. | (18) 07°00'S., 135°00'E |
| (3) 06°00'N., 106°00'E. | (19) 09°50'S., 138°40'E. |
| (4) 04°00'N., 105°05'E. | (20) 09°50'S., 141°00'E. |
| (5) 01°54'N., 105°05'E. | (21) The coastal border between Indonesia and Papua New Guinea (Torres Strait) |
| (6) 01°23'N., 104°30'E. | (22) The coastal border between Indonesia and Papua New Guinea (Pacific) |
| (7) 01°13'N., 104°13'E. | (23) 03°30'N., 141°00'E. |
| (8) 01°17'N., 104°05'E. | (24) 03°30'N., 132°00'E. |
| (9) 01°17'N., 103°36'E. | (25) 06°00'N., 132°00'E. |
| (10) 01°13'N., 103°30'E. | (26) 06°00'N., 130°00'E. |
| (11) 01°39'N., 102°10'E. | (27) 04°24'N., 120°00'E. |
| (12) 06°00'N., 97°30'E. | (28) 04°00'N., 120°00'E. |
| (13) 06°00'N., 92°00'E. | (29) 04°00'N., 118°00'E. |
| (14) 02°00'S., 92°00'E. | (30) The coastal border between Indonesia and Malaysia. |
| (15) 12°00'S., 107°00'E. | |
| (16) 12°00'S., 123°20'E. | |

3.13 IRAN (ISLAMIC REPUBLIC OF)

Iran conducts SAR in an area which extends from the coastal border between Iran and Pakistan seawards towards 23°00'N 61°30'E; thence along the Iranian mainland coast and coasts of Iranian Islands seawards to a line which will be determined by an agreement* entered into with neighbouring States.

3.14 JAPAN

See "North West Pacific" SAR Area.

3.15 KIRIBATI

Kiribati is situated in the MSRR "Nandi (Fiji)".

3.16 MALAYSIA

The Malaysia MSRRs are as follows:

Andaman Sea and Malacca Strait

The Malaysia MSRR in the Andaman Sea and Malacca Strait is bounded by a line connecting the following geographical positions:

* To be developed in the future.

- | | | | |
|-----|--|------|---------------------|
| (1) | Along seaward border
between Thailand and
Malaysia | (5) | 10°00'N., 94°25'E. |
| (2) | 06°30'N., 99°00'E. | (6) | 06°00'N., 94°25'E. |
| (3) | 07°15'N., 98°00'E. | (7) | 06°00'N., 97°30'E. |
| (4) | 10°00'N., 96°30'E. | (8) | 01°39'N., 102°10'E. |
| | | (9) | 01°13'N., 103°30'E. |
| | | (10) | 01°17'N., 103°36'E. |

Gulf of Thailand

The Malaysia MSRR in the Gulf of Thailand is bounded by a line connecting the following geographical positions:

- | | | | |
|------|---------------------|------|--|
| (11) | 01°17'N., 104°05'E. | (17) | 07°50'N., 103°03'E. |
| (12) | 01°13'N., 104°13'E. | (18) | The coastal border between Thailand
and Malaysia. |
| (13) | 01°23'N., 104°30'E. | | |
| (14) | 01°54'N., 105°05'E. | | |
| (15) | 04°00'N., 105°05'E. | | |
| (16) | 06°00'N., 106°00'E. | | |

South China Sea and Sulu Sea

The Malaysia MSRR in the South China Sea and Sulu Sea is bounded by a line connecting the following geographical positions:

- | | | | |
|------|---|------|---|
| (19) | The coastal border between Malaysia
and Indonesia (Tg. DATU) | (28) | 06°00'N., 118°55'E. |
| (20) | 06°17'N., 109°38'E. | (29) | 05°16'N., 119°35'E. |
| (21) | 07°08'N., 111°35'E. | (30) | 04°42'N., 119°00'E. |
| (22) | 08°24'N., 112°31'E. | (31) | 04°24'N., 119°00'E. |
| (23) | 08°48'N., 116°00'E. | (32) | 04°24'N., 120°00'E. |
| (24) | 07°41'N., 116°00'E. | (33) | 04°00'N., 120°00'E. |
| (25) | 07°41'N., 118°00'E. | (34) | 04°00'N., 118°00'E. |
| (26) | 06°20'N., 118°00'E. | (35) | The coastal border between Malaysia
and Indonesia. |
| (27) | 06°00'N., 118°20'E. | | |

3.17 MALDIVES

The Maldives MSRR is bounded by a line connecting the following geographical positions:

- | | | | |
|-----|-------------------|-----|-------------------|
| (1) | 8°00'N., 73°00'E. | (5) | 6°00'S., 68°00'E. |
| (2) | 6°00'N., 78°00'E. | (6) | 0°00'., 68°00'E. |
| (3) | 2°00'S., 78°00'E. | | |
| (4) | 6°00'S., 75°00'E. | | |

3.18 MARSHALL ISLANDS

The Marshall Islands are situated in the MSRR "Honolulu" (United States).

3.19 MICRONESIA, FEDERATED STATES OF

The Federated States of Micronesia are situated in the MSRR "Honolulu" (United States).

3.20 NANDI (Fiji)

The Nandi MSRR is bounded by a line connecting the following geographical positions:

(1)	5°00'S.,	160°00'W.	(8)	21°00'S.,	170°30'E.
(2)	13°50'S.,	169°04'W.	(9)	14°00'S.,	163°00'E.
(3)	15°52'S.,	170°00'W.	(10)	10°00'S.,	170°00'E.
(4)	18°35'S.,	169°00'W.	(11)	3°30'N.,	170°00'E.
(5)	25°00'S.,	175°30'W.	(12)	3°30'N.,	180°00'.
(6)	25°00'S.,	174°00'E.	(13)	5°00'S.,	180°00'.
(7)	21°00'S.,	174°00'E			

3.21 NAURU*

[The Nauru MSRR is bounded by a line connecting the following geographical positions:

(1)	3°30'N.,	170°00'E.
(2)	10°00'S.,	170°00'E.
(3)	11°48'S.,	166°52'E.
(4)	10°30'S.,	166°45'E.
(5)	4°50'S.,	160°00'E.
(6)	3°30'N.,	160°00'E.]**

3.22 NEW CALEDONIA (France)

The New Caledonia MSRR is bounded by a line connecting the following geographical positions:

(1)	14°00'S.,	163°00'E.
(2)	21°00'S.,	170°30'E.
(3)	21°00'S.,	174°00'E.
(4)	26°00'S.,	174°00'E.
(5)	26°00'S.,	157°00'E.
(6)	14°00'S.,	157°00'E.

3.23 NEW ZEALAND (Auckland Oceanic)

The New Zealand (Auckland Oceanic) MSRR is bounded by a line connecting the following geographical positions:

(1)	5°00'S.,	157°00'W.	(8)	25°00'S.,	171°25'E.
(2)	30°00'S.,	157°00'W.	(9)	25°00'S.,	175°30'W.
(3)	30°00'S.,	142°00'W.	(10)	18°35'S.,	169°00'W.
(4)	50°00'S.,	142°00'W.	(11)	15°52'S.,	170°00'W.
(5)	50°00'S.,	163°00'W.	(12)	13°50'S.,	169°04'W.
(6)	30°00'S.,	163°00'E.	(13)	5°00'S.,	160°00'W.
(7)	28°00'S.,	168°00'E.			

* Nauru did not participate in the Conference

** This area is that of Nauru ARCC and is subject to acceptance by Nauru as an MRCC

Note: The Government of New Zealand has been requested to extend the New Zealand (Auckland Oceanic) MSRR to include the area bounded by a line connecting the following positions:

- | | | |
|-----|-----------|-----------|
| (1) | 26°00'S., | 163°00'E. |
| (2) | 26°00'S., | 170°20'E. |
| (3) | 28°00'S., | 168°00'E. |
| (4) | 30°00'S., | 163°00'E. |

New Zealand coastal SRRs:

Auckland

The Auckland MRCC provides SAR services in the Auckland Oceanic SRR up to 50 miles from the coast of New Zealand.

Wellington

The Wellington MSRR is bounded by a line connecting the following geographical positions:

- | | | |
|-----|-----------|-----------|
| (1) | 38°27'S., | 179°44'E. |
| (2) | 42°51'S., | 173°03'E. |
| (3) | 41°24'S., | 170°34'E. |
| (4) | 39°08'S., | 173°04'E. |

Christchurch

The Christchurch MSRR is bounded by a line connecting the following geographical positions:

- | | | |
|-----|-----------|-----------|
| (1) | 42°51'S., | 173°03'E. |
| (2) | 48°09'S., | 168°16'E. |
| (3) | 45°55'S., | 165°18'E. |
| (4) | 41°24'S., | 170°34'E. |

3.24 NIUE*

Niue is situated in the MSRR Nandi (Fiji).

3.25 NORTH WEST PACIFIC

The North West Pacific SAR area is bounded by a line connecting the following geographical positions:

- | | | |
|-----|--|-----------|
| (1) | Longitude 120°00'E. on the southern coast of China | |
| (2) | 4°24'N., | 120°00'E. |
| (3) | 6°00'N., | 130°00'E. |
| (4) | 21°00'N., | 130°00'E. |
| (5) | 21°00'N., | 165°00'E. |
| (6) | 52°30'N., | 165°00'E. |
| (7) | The northern boundary is undefined. | |

* Niue did not participate in the Conference

Notes:

1 SAR in the North West Pacific area is conducted by:

- | | | | |
|-----|--|-----|-------------------|
| 1.1 | China | 1.4 | Philippines |
| 1.2 | Democratic People's
Republic of Korea | 1.5 | Republic of Korea |
| 1.3 | Japan | 1.6 | USSR |

Areas of responsibility have not yet been defined by the above States. However, each country* in the area, has undertaken, on receipt of a distress alert to ensure that action will be taken to co-ordinate SAR in the most expeditious manner.

2 JAPAN

The MSRR of Japan in the North Pacific Ocean is limited on the eastern and southern sides by the line connecting the co-ordinates 52°30'N., 165°00'E.; 17°00'N., 165°00'E; and 17°00'N., 130°00'E. The remainder of the maritime SRR is subject to bilateral discussion between the countries concerned.

An agreement on maritime SAR between Japan and USSR was concluded in 1956 and remains in force. This agreement provides that SAR services of both States should provide the necessary assistance for persons in distress in the Japan Sea, Sea of Okhotsk, Bering Sea and the waters extended around the coast of both Parties in the North Pacific Ocean.

3 PHILIPPINES

The Philippines conducts SAR operations in its territorial waters and will co-ordinate with its neighbouring countries in all SAR incidents which come to its attention.

Note:

Territorial waters are defined by the Philippines as follows:

- | | | | | | |
|-----|-----------|-----------|------|-------------|--------------|
| (1) | 21°25'N., | 127°00'E. | (9) | 6°00'N., | 118°20'E. |
| (2) | 4°45'N., | 127°00'E. | (10) | 6°17'N., | 117°58'E. |
| (3) | 4°45'N., | 120°00'E. | (11) | 6°52'N., | 117°58'E. |
| (4) | 4°23'N., | 120°00'E. | (12) | 1°24'45"N., | 117°25'30"E. |
| (5) | 4°23'N., | 119°00'E. | (13) | 7°40'N., | 117°00'E. |
| (6) | 4°42'N., | 119°00'E. | (14) | 7°40'N., | 116°00'E. |
| (7) | 5°16'N., | 119°35'E. | (15) | 10°00'N., | 118°00'E. |
| (8) | 6°00'N., | 118°00'E. | (16) | 21°25'N., | 118°00'E. |

* The USSR did not participate in the Conference.

3.26 PAKISTAN

The Pakistan MSRR is bounded by a line connecting the following geographical positions:

- | | | | | |
|-----|------------------------|----------|-----------|------------------------------|
| (1) | Coastal border between | (5) | 12°00'N., | 60°00'E. |
| | Iran and Pakistan | (6) | 12°00'N., | 63°00'E. |
| (2) | 23°00'N., | 61°30'E. | (7) | Coastal border between India |
| (3) | 20°00'N., | 61°30'E. | | and Pakistan. |
| (4) | 20°00'N., | 60°00'E. | | |

3.27 PAPUA NEW GUINEA

The Papua New Guinea MSRR is bounded by a line connecting the following geographical positions:

- | | | | | | |
|-----|-----------|-----------|------|-----------|-----------|
| (1) | 00°00' ., | 160°00'E. | (7) | 9°24'S., | 144°00'E. |
| (2) | 4°50'S., | 160°00'E. | (8) | 9°08'S., | 143°53'E. |
| (3) | 4°50'S., | 159°00'E. | (9) | 9°37'S., | 141°02'E. |
| (4) | 8°00'S., | 155°00'E. | (10) | 00°00' ., | 141°00'E. |
| (5) | 12°00'S., | 155°00'E. | | | |
| (6) | 12°00'S., | 144°00'E. | | | |

3.28 PALAU

Palau is situated in the MSRR "Honolulu" (United States).

3.29 PHILIPPINES

See "North West Pacific" SAR Area.

3.30 REPUBLIC OF KOREA

See "North West Pacific" SAR Area.

3.31 WESTERN SAMOA

Western Samoa is situated in the MSRR "Nandi" (Fiji).

3.32 SINGAPORE

The Singapore MSRR is bounded by a line connecting the following geographical positions:

- | | | | | | |
|------|-----------|-----------|------|---------------------------|-----------|
| (1) | 01°00'N., | 108°54'E. | (13) | 01°17'N., | 103°36'E. |
| (2) | 01°00'N., | 108°30'E. | (14) | 01°13'N., | 103°30'E. |
| (3) | 02°15'N., | 108°30'E. | (15) | 01°39'N., | 102°10'E. |
| (4) | 08°25'N., | 116°30'E. | (16) | 100 nautical miles radius | |
| (5) | 10°30'N., | 114°00'E. | | from centre of Singapore | |
| (6) | 07°00'N., | 108°00'E. | (17) | 00°00' ., | 104°46'E. |
| (7) | 07°00'N., | 103°00'E. | (18) | 00°00' ., | 105°10'E. |
| (8) | 06°45'N., | 102°40'E. | (19) | 00°50'S., | 106°00'E. |
| (9) | 04°50'N., | 103°44'E. | (20) | 00°00' ., | 108°00'E. |
| (10) | 03°40'N., | 103°40'E. | (21) | 00°00'., | 109°00'E. |
| (11) | 02°36'N., | 104°45'E. | (22) | 00°15'N., | 109°00'E. |
| (12) | 01°20'N., | 104°20'E. | | | |

Singapore extension

The Singapore extension MSRR covers all areas of the South China Sea south of latitude 12°N., not covered by any MSRRs other than the China and Hong Kong MSRR.

- (1) 12°00'N at the limit of Vietnam territorial waters.
- (2) 12°00'N., 118°00'E.
- (3) 10°00'N., 118°00'E.
- (4) 7°41'N., 116°00'E.
- (5) 8°48'N., 116°00'E.
- (6) 10°30'N., 114°00'E.
- (7) 7°00'N., 108°00'E.
- (8) 7°00'N., 103°00'E.
- (9) 10°00'N., 102°15'E.
- (10) Thence towards the coastal border between Democratic Kampuchea* and Thailand to the point at which the line meets Democratic Kampuchea territorial waters.
- (11) Thence along the limit of Democratic Kampuchea and Vietnam territorial waters to 12°00'N.

3.33 SOLOMON ISLANDS (Honiara)

The Honiara MSRR is bounded by a line connecting the following geographical positions:

- | | | | |
|---------------|-----------|---------------|-----------|
| (1) 4°50'S., | 160°00'E. | (5) 14°00'S., | 155°00'E. |
| (2) 10°30'S., | 166°45'E. | (6) 8°00'S., | 155°00'E. |
| (3) 11°48'S., | 166°52'E. | (7) 4°50'S., | 159°00'E. |
| (4) 14°00'S., | 163°00'E. | | |

3.34 SRI LANKA

The Sri Lanka MSRR is bounded by a line connecting the following geographical positions:

- | | | | |
|---------------|----------|--------------|----------|
| (1) 10°00'N., | 80°00'E. | (5) 2°00'S., | 78°00'E. |
| (2) 10°00'N., | 82°00'E. | (6) 6°00'N., | 78°00'E. |
| (3) 6°00'N., | 92°00'E. | | |
| (4) 2°00'S., | 92°00'E. | | |

3.35 TAHITI (France)

The Tahiti MSRR is bounded by a line connecting the following geographical positions:

- | | |
|---------------|-----------|
| (1) 3°30'N., | 120°00'W. |
| (2) 30°00'S., | 120°00'W. |
| (3) 30°00'S., | 157°00'W. |
| (4) 5°00'S., | 157°00'W. |
| (5) 5°00'S., | 155°00'W. |
| (6) 3°30'N., | 145°00'W. |

* Democratic Kampuchea did not participate in the Conference.

3.36 THAILAND

The Thailand MSRR is bounded by a line connecting the following geographical positions:

- | | |
|---|---|
| (1) The coastal border between Thailand and Burma | (6) The coastal border between Thailand and Malaysia (Gulf of Thailand) |
| (2) 10°00'N., 96°30'E. | (7) 06°15'N., 102°15'E. |
| (3) 07°19'N., 98°00'E. | (8) 06°45'N., 102°40'E. |
| (4) 06°30'N., 99°30'E. | (9) 07°00'N., 103°00'E. |
| (5) The coastal border between Thailand and Malaysia (Malacca Strait) | (10) 10°00'N., 102°15'E. |
| | (11) 11°37'N., 102°55'E. |
| | (12) The coastal border between Thailand and Kampuchea |

3.37 TOKALAU*

Tokalau is situated in the MSRR "Nandi" (Fiji).

3.38 TONGA

Tonga is situated in the MSRR "Nandi" (Fiji).

3.39 TUVALU

Tuvalu is situated in the MSRR "Nandi" (Fiji).

3.40 USSR**

See "North West Pacific" SAR Area.

3.41 VANUATU***

Vanuatu is situated in the MSRR "Nandi" (Fiji).

3.42 VIETNAM

Vietnam conducts SAR operations in its territorial waters and will co-ordinate with its neighbouring countries in all SAR incidents which come to its attention.

* Tokalau did not participate in the Conference.

** USSR did not participate in the Conference

*** Vanuatu did not participate in the Conference

Resolution No.2

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND
RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

The Tokyo Regional Conference on Maritime Search and Rescue,

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

1. URGES coastal States in the Asia and Pacific Region:
 - (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations;
 - (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States;
2. INVITES the attention of those States considering establishing such agreements or arrangements to the format of the example agreement annexed hereto.

ANNEX TO RESOLUTION 2

EXAMPLE OF AN AGREEMENT ON CO-OPERATION REGARDING MARITIME SEARCH
AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES1 Application

This Agreement applies to the co-operation between Maritime Administration "A" and Maritime Administration "B" in respect of maritime search and rescue services within the sea area

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Requests for the assistance or participation of the search and rescue organization of the other Party shall be made by Party "A" through Rescue Co-ordination Centre "X" (RCC "X") to Rescue Co-ordination Centre "Y" (RCC "Y") and by Party "B" through Rescue Co-ordination Centre "Y" (RCC "Y") to Rescue Co-ordination Centre "X" (RCC "X").

4 Co-ordination

Search and rescue operations within the rescue area of Maritime Administration "A" shall be co-ordinated by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "A" and search and rescue operations within the rescue area of Maritime Administration "B" by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "B", if not otherwise agreed at the time of the distress incident.

Should the situation so require, the rescue co-ordination centres may agree on other forms of co-operation or distribution of the responsibility and work. The borderline between the rescue areas of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. A request for admission under the provisions of this Agreement shall be made to the Rescue Co-ordination Centre (RCC) of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall alternately arrange a maritime search and rescue exercise each year based on simulated incidents so as to train the search and rescue organizations of the Parties in working together [and with the aeronautical rescue organizations if separate].

8 Meetings of representatives

Representatives of the authorities responsible for the maritime search and rescue organizations of the Parties shall meet as necessary and at least once a year to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language primarily used shall be

10 Operating costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendment

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This Agreement is established in a single copy in the andlanguages, both texts being equally authoritative.

Resolution No.3

TECHNICAL CO-OPERATION IN MARITIME SEARCH AND RESCUE

The Tokyo Conference on Maritime Search and Rescue,

HAVING ADOPTED the Provisional Maritime Search and Rescue Plan for the Asia and Pacific Region set out in the Annex to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime search and rescue services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING Resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the Asia and Pacific Region do not yet possess all appropriate search and rescue facilities and many are in urgent need of appropriate training for their search and rescue personnel,

BEARING IN MIND that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and rescue Plan in the Asia and Pacific Region,

RECALLING with appreciation the generous assistance previously provided by Australia, Japan, the Netherlands, the United States and the United Nations Development Programme,

1. INVITES Member Governments to make available their national maritime SAR training facilities for the training of search and rescue personnel of States in the Asia and Pacific region and to sponsor fellowships for such training in consultation with the International Maritime Organization;
2. INVITES the Secretary-General of the International Maritime Organization:
 - (a) to seek ways and means of securing the necessary funds to assist States which request technical assistance for the provision of maritime search and rescue equipment, facilities or training;
 - (b) to bring this resolution to the attention of all Member Governments.

Resolution No.4

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM

The Tokyo Regional Conference on Maritime Search and Rescue,

RECALLING Resolution 6 of the International Conference on Maritime Search and Rescue, 1979 which invites the International Maritime Organization to develop a global maritime distress and safety system that includes telecommunications provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that the International Maritime Organization is developing a global maritime distress and safety system, which will use the INMARSAT and COSPAS-SARSAT systems, as well as digital selective calling, direct-printing and radiotelephony on terrestrial MF, HF and VHF frequencies for distress and safety communications including those for search and rescue,

NOTING FURTHER that the World Administrative Conference for Mobile Telecommunications, 1987 will consider amendments to the Radio Regulations and that the Maritime Safety Committee of the International Maritime Organization is preparing amendments to the International Convention for the Safety of Life at Sea, 1974 to enable implementation of the global maritime distress system in the early 1990s,

CONSIDERING the need to provide shore-based facilities necessary to introduce the system in the Indian and West Pacific Ocean regions,

1. URGES all coastal States in the Asia and Pacific Region to take account of the global maritime distress and safety system in any national plans to improve maritime radiocommunications or their search and rescue organization and to communicate details of their plans to the International Maritime Organization;
2. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of coastal States in the Asia and Pacific Region.

Resolution No.5

EXPRESSION OF APPRECIATION

The Tokyo Regional Conference on Maritime Search and Rescue,

NOTING the generous welcome and kindness extended to all Conference participants by the Host State and the excellent organizational arrangements made for the Conference and Study Tour,

- 1 EXPRESSES its deep appreciation for the welcome extended and kindness shown to all participants by the Government and people of Japan;
- 2 EXTENDS its most heartfelt thanks to the Japan Maritime Safety Agency for the highly instructive and most beneficial Study Tour of its SAR facilities in;
- 3 FURTHER EXPRESSES its gratitude for the most generous funding of the Conference by the Government of the Netherlands, Japan Shipbuilding Industry Foundation, the Japan Maritime Development Association, Japan Maritime Foundation and the Japan Quana Development Association;
- 4 REQUESTS the Secretariat to convey to the appropriate authorities this expression of appreciation.

III Eastern South Atlantic

IMO SUB-REGIONAL CONFERENCE
ON MARITIME SEARCH AND RESCUE
Lagos, 8-10 October 1991

REPORT ON THE LAGOS SUB-REGIONAL CONFERENCE ON MARITIME SEARCH AND RESCUE

1 GENERAL

1.1 In pursuance of its responsibility as depositary for the International Conference on Maritime Search and Rescue, 1979 and in response to:

- .1 Resolution 8 on the promotion of technical co-operation, adopted by the International Conference on Maritime Search and Rescue, 1979; and
- .2 Resolution 2 on the convening of a sub-regional conference on maritime search and rescue (SAR), adopted by the 1988 Lagos SAR seminar and workshop,

the International Maritime Organization convened, with the financial support of the Government of the Netherlands, a Sub-regional Conference on Maritime Search and Rescue in Lagos, Nigeria. The Conference was held in the Senate Chambers of the National Assembly from 8 to 10 October 1991.

1.2 The Conference was attended by delegates from the following countries:

BENIN	GUINEA
CAMEROUN	GUINEA BISSAU
CAPE VERDE	LIBERIA
CONGO	NIGERIA
COTE D'IVOIRE	SAO TOME AND PRINCIPE
GABON	SIERRA LEONE
GAMBIA	UNITED KINGDOM

1.3 A list of participants who attended the Conference is given in annex 1.

Opening of the Conference

1.4 The Conference was opened by Nigeria's Federal Minister of Transport, Air Commodore Anthony Ikazoboh (RTD) who, in welcoming the participants, expressed his country's willingness to ratify the 1979 SAR Convention and to establish, in co-operation with neighbouring countries in the sub-region, arrangements for effective maritime search and

rescue. Such arrangements would include the establishment of rescue co-ordinating centres and the setting up of a necessary administrative machinery as envisaged by the SAR Convention. He hoped that the Conference would assist the participating countries to develop a programme for curtailing maritime casualties in the sub-region and obtaining adequate and effective training of their SAR personnel and would result in the acceptance of the 1979 SAR Convention by those countries in the sub-region which had not yet done so.

1.5 Replying Captain E.E. Mitropoulos, Senior Deputy Director in the Maritime Safety Division of IMO, conveyed to the Conference the greetings and wishes of the Secretary-General of IMO and expressed the Organization's gratitude to the Government of Nigeria for hosting the Conference and to the Government of the Netherlands for providing the financial support. He gave a brief account of IMO's work in enhancing safety of life and property at sea through improving the design, construction and equipment of ships, providing for improved life-saving appliances and arrangements on board ships and adopting an improved distress alerting system to assist in the search and rescue of those involved in maritime incidents. He gave an account of the development of the Global Maritime Distress and Safety System and its relationship to maritime search and rescue and the development of a global search and rescue plan. In concluding he expressed the hope that the Conference would meet the expectations of its participants and their Governments.

Election of President and Vice-President

1.6 The Conference unanimously elected Capt. B.A. Anyaeji, Government Inspector of Shipping (Nigeria) as the Conference President and Mr. O.V. Eyegue, Directeur de la Reglementation et de la Coopération (Gabon), as Vice-President.

2 ADOPTION OF THE AGENDA

2.1 The agenda adopted and a list of documents considered by the Conference is given in annex 2.

3 REVIEW OF PROGRESS MADE TOWARDS RATIFICATION OF, OR ACCESSION TO, THE INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

3.1 The Conference noted the background information provided by the Secretariat in SAR/LAG-CONF/2 (annex 3) and the status of the 1979 SAR Convention, as reflected in SAR/LAG-CONF/3 (annex 4).

3.2 General information on the current status of maritime SAR services was provided by all delegations present. A summary of their presentations is given in annex 5. Delegates received copies of SAR.2/Circ.2/Rev.2 on Area search and rescue plans and SAR.3/Circ.3/Rev.2 on Information on national search and rescue facilities.

3.3 The Conference expressed its appreciation of the information provided and the considerable efforts being made towards establishing maritime SAR services within the sub-region within the framework of IMO's endeavours to establish a global SAR plan and referred the information to the appropriate Committees (see section 4) for detailed study.

4 ESTABLISHMENT OF COMMITTEES

4.1 The Conference established the following Committees for area discussions and development of provisional area maritime SAR plans with participation as follows:

.1 North-Western Sector Committee

Mauritania, Cape Verde, Senegal, Gambia, Guinea-Bissau, Guinea, Sierra Leone, Liberia, Cote d'Ivoire, Ghana, Togo

.2 South-Eastern Sector Committee

Benin, Nigeria, Cameroun, Equitorial Guinea, Sao Tome and Principe, Gabon, Congo, United Kingdom (St. Helena), Zaire, Angola, Namibia

4.2 The Conference unanimously elected Lt. Col. S. Williams (Liberia) as Chairman of the North-Western Sector Committee and Lt. Com. A.B. Sesay (Sierra Leone) as Vice-Chairman. Mr. M.E.D. Dieudonne (Cameroun) was elected Chairman of the South-Eastern Sector Committee while Wing Commander A. Suleiman (Nigeria) was elected Vice-Chairman.

4.3 Each Committee was instructed to consider the information provided under agenda item 3 and review the draft provisional plan prepared by the 1988 Lagos Seminar and Workshop, taking into account also the information provided by Administrations represented at the Conference.

5 CONSIDERATION OF THE COMMITTEE REPORTS

The Conference considered and approved the reports submitted by the Committees, the substantive content of which is given in annexes 6 and 7, and expressed its appreciation of the excellent work done by them and their Chairmen.

6 PROVISIONAL MARITIME SAR PLAN FOR THE WEST AFRICAN SUB-REGION

The Conference consolidated the area maritime SAR plans developed by its Committees and adopted resolution 1 (annex 8) on the acceptance and implementation of the International Convention on Maritime Search and Rescue, 1979 and the provisional maritime SAR plan for the West African Sub-Region annexed thereto.

7 ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

The Conference reviewed the model agreement prepared by the Secretariat on arrangements for the provision and co-ordination of search and rescue services and co-operation between States and adopted resolution 2 on Arrangements for the Provision and Co-ordination of Maritime Search and Rescue Services and Co-operation between States.

8 TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION

The Conference took note of the information provided by the Secretariat on the Technical Co-operation Programme of IMO and adopted resolution 3 on Technical Co-operation in Maritime Search and Rescue.

9 OTHER MATTERS

9.1 The Conference acknowledged the need for littoral States in the sub-region to provide shore-based facilities for the smooth operation of the global maritime distress and safety system (to enter into force on 1 February 1992) and the need for countries to take account of the system in planning improvements in their maritime radiocommunication facilities or SAR organizations and adopted resolution 4 on the Global Maritime Distress and Safety System.

9.2 The Conference noted with appreciation the close co-operation established between ICAO and IMO with regard to SAR matters and urged both Organizations to continue the work of harmonizing as far as practicable their SAR plans and procedures.

9.3 The Conference recorded its gratitude to the Government of the Netherlands for providing the financial support, to the Government of Nigeria for hosting and the Secretary-General of IMO for organizing the Conference and to UNDP Resident Representatives in the sub-region for their assistance and adopted resolution 5 on Expression of Appreciation for the funding, planning and running of the Conference.

10 REPORT OF THE CONFERENCE

10 The Conference approved this report and requested the MO Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring African Governments, the Maritime Safety Committee and its subsidiary bodies, as may be appropriate. The International Civil Aviation Organization and other international organizations concerned.

ANNEX 1

REGIONAL CONFERENCE ON MARITIME SEARCH AND RESCUE

Lagos, Nigeria, 8 to 10 October 1991

LIST OF PARTICIPANTS

President:	Capt. B.A. Anyaeji	(Nigeria)
Vice-President:	M. O.V. Eyegue	(Gabon)
Committee I Chairman:	Lt. Col. S. Williams	(Liberia)
Vice-Chairman:	Lt. Com. A.B. Sesay	(Sierra Leone)
Committee II Chairman:	Mr. M.D.D. Edoumou	(Cameroun)
Vice-Chairman:	Wing Com. A. Suleiman	(Nigeria)

BENIN

Mr. Martial Alain Dehoue
Chef Service Sécurité navires et navigation Maritime/
Direction de la Marine Marchande
Cotonou

CAMEROUN

Mr. M. Ekoumou dimi Dieudonne
Sécurité Maritime et Fluviale à la Marine Marchande
Douala

CAPE VERDE

Mr. Antonio Cruz Lopes
Harbour Master

CONGO

Mr. Mouenendzanga Alphonse
Chef de Service Sécurité Navigation Maritime P. I

COTE D'IVOIRE

Sedji Angbe Moise
Inspecteur de la Navigation
Direction des Affaires Maritimes et Portuaires

GABON

M. Eyegue Oyono Vincent
Administrateur des Affaires Maritimes
Directeur de la Règlementation et de la Coopération au
Ministère de la Marine Marchande

GAMBIA

Mr. Ivor A. Forster
Senior River Pilot, Asst. Harbour Master
Gambia Ports Authority, Banjul

GUINEA

Mr. Diallo Mamadou Saidou
Direction Nationale Marine Marchande

GUINEA BISSAU

Mr. Carlos Silva
Pilote Longue Distance
Capitaine des Ports

LIBERIA

Lt. Col. Sylvanus Williams
Liberian Coast Guard
Monrovia

Barry Thierno S.
Transmission Engineer
Liberia Telecommunications Co.
(Manager Transmission Department)
Monrovia

NIGERIA

Captain B.A. Anyaeji
Government Inspector of Shipping
Federal Ministry of Transport
Lagos

Engr. M.A. Ootobo
Federal Ministry of Transport
Lagos
Captain Francis Kponu
Shell P.D.C.

Captain J.A. Oyewunmi
Nigerian Association of Master Mariners

Nigeria (continued)

Wing Commander Ajibulu-Suleiman
Nigerian Airforce
Lagos

Sqn-Ldr. T.O. Badru
Nigerian Airforce
Lagos

Flt. Lt. M.C. Iloenyosi
Nigerian Airforce
Lagos

Cdr. G.L. Onah
Nigerian Airforce
Lagos

Asst. Comm. F.O. Falemara
Nigerian Police
Lagos

Captain J.O.W. Onyema
Shell P.D.C.

Asst. Supt. F. Ekere
Nigeria Police
Lagos

SAO TOME AND PRINCIPE

Mr. Deodato Gomes Rodrigues
Ingenieur Transports
Chef Department Transports
Sao Tome

SIERRA LEONE

Mr. Hubert A. Bloomer
Deputy Harbour Master
Sierra Leone Ports Authority
Cline Town, Freetown

Lt. Comm. A.B. Sesay
Ministry of Defence
Freetown

UNITED KINGDOM

Mr. Fergus Cochrane-Dyet
Second Secretary (Political)
British High Commission
Lagos

IMO STAFF

Captain E.E. Mitropoulos
Senior Deputy Director
Navigation and Related Matters
Maritime Safety Division

Captain E.O. Agbakoba
Senior Technical Officer
Navigation Section
Maritime Safety Division

Mr. Alfredo Garofalo
Head, Conference Section
Conference Division

ANNEX 2

AGENDA AND LIST OF DOCUMENTS

1 Election of President and Vice-President

2 Adoption of the Agenda

SAR/CONF-LAG/1 - Secretariat

3 Review of progress made towards ratification of, and accession to the International Convention on Maritime Search and Rescue (SAR), 1979

SAR/CONF-LAG/2 - Secretariat

SAR/CONF-LAG/3 - Secretariat

4 Establishment of Committees of the Conference

.1 North-Western Sector Committee

Mauritania
Cape Verde
Senegal
Gambia
Guinea-Bissau
Guinea

Sierra Leone
Liberia
Côte d'Ivoire
Ghana
Togo

.2 South-Eastern Sector Committee

Benin
Nigeria
Cameroun
Equatorial Guinea
Sao Tome and Principe
Gabon

Congo
United Kingdom (St. Helena)
Zaire
Angola
Namibia

5 Consideration of the Committee reports

SAR/CONF-LAG/WP.1 - North-Western Sector Committee

SAR/CONF-LAG/WP.2 - South-Eastern Sector Committee

6 Provisional Maritime SAR Plan for the West African Sub-region

7 Arrangements for the provision and co-ordination of search and rescue services and co-operation between States

8 Technical co-operation in implementing the 1979 SAR Convention

SAR/CONF-LAG/4 - Secretariat

9 Other matters

-

10 Report of the Conference and adoption of resolutions

SAR/CONF-LAG/WP.3 - Draft resolutions

SAR/CONF-LAG/WP.4 - Draft report

ANNEX 3

ORGANIZATION OF MARITIME SEARCH AND RESCUE IN THE WEST AFRICAN SUB-REGION

Note by the Secretariat

1 INTRODUCTION

1.1 In the interests of its own nationals and of safety of life at sea, each country should provide search and rescue (SAR) services for persons in distress at sea around its coasts.

1.2 To make optimum use of available SAR resources, Rescue Co-ordination Centres (RCCs) and where appropriate Rescue Sub-Centres (RSCs) should be established to co-ordinate search and rescue services within defined geographical areas.

1.3 In order to co-ordinate an effective response to a distress situation, each RCC and RSC established should have means to receive distress communications via coast radio stations, INMARSAT coast earth stations, COSPAS-SARSAT Local User Terminals/Mission Control Centres or via other public network facilities. In addition, every RCC and RSC should have adequate public network facilities for communicating with rescue units and with RCCs and RSCs in adjacent areas.

1.4 To receive assistance from or to assist neighbouring countries, it is necessary that individual countries can co-ordinate search and rescue procedures and communications with those of neighbouring States.

2 LAGOS SEMINAR AND WORKSHOP ON SEARCH AND RESCUE

2.1 In pursuance of its responsibility as depositary for the International Convention on Maritime Search and Rescue, 1979, and in response to Resolution 8 on the Promotion of Technical Co-operation, adopted by the International Conference on Maritime Search and Rescue, 1979, the International Maritime Organization (IMO), with the financial support of UNDP, convened a seminar and workshop on Maritime Search and Rescue for countries in the West African sub-region.

2.2 This seminar and workshop was held in Lagos from 16 to 20 May 1988.

2.3 The seminar and workshop which were attended by representatives of 14 West African countries, agreed that there was an urgent need to improve arrangements for the provision and co-ordination of search and rescue services in the West African sub-region and to establish agreed areas of responsibility and that further consultations between States were necessary.

2.4 The Lagos seminar and workshop adopted resolutions on:

- .1 a draft provisional plan for maritime search and rescue for the West African sub-region;
- .2 the convening of a sub-regional conference on maritime search and rescue;

- .3 ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979;
- .4 arrangements for the provision and co-ordination of search and rescue services and co-operation between States;
- .5 search and rescue training; and
- .6 technical assistance for search and rescue facilities.

3 ACTIVITIES SUBSEQUENT TO THE LAGOS SEMINAR AND WORKSHOP

3.1 Copies of the report of the Lagos seminar and workshop were circulated to all the maritime Administrations in the West African sub-region with an invitation to these Administrations to review the information contained in the report, particularly the provisional maritime search and rescue plan annexed thereto and to forward any information or amendment they proposed to the Secretary-General of IMO. To enable the Secretary-General ascertain the type and extent of training and the amount of funding and assistance necessary to provide the training in search and rescue requested by resolution 5 of the seminar and workshop, Administrations were also invited to indicate their training needs.

3.2 With the kind permission of the Government of Liberia, arrangements were put in hand to convene the sub-regional conference recommended by resolution 2 of the 1988 Lagos seminar and workshop, in Monrovia in October 1990. Owing to unforeseen circumstances it became necessary to change the venue and after consultation with a number of Governments in the sub-region, the Government of Nigeria generously offered to host the Conference.

4 OBJECTIVES OF THE REGIONAL CONFERENCE

The purpose of the 1991 Lagos SAR Conference was to:

- .1 discuss and resolve any outstanding issues raised at the earlier seminar and workshop;
- .2 finalize a provisional maritime SAR plan¹ for those areas lying within the West African region and adopt a draft agreement outlining recommended co-operation between Administrations for submission to the appropriate authorities and to IMO for inclusion in the global maritime SAR plan currently being developed;
- .3 update the information on national search and rescue facilities published by IMO in SAR.3/Circ.3/Rev.2;
- .4 recommend West African Governments to accede to the SAR Convention at the earliest possible date;
- .5 examine in detail those SAR capabilities which are recommended but not yet available;

¹ See next page

- .6 quantify outstanding equipment needs; and
- .7 quantify outstanding training needs.

¹ The terms to be used in connection with the collection of SAR information and the development of SAR plans are defined as follows:

.1 Collection of information

The collection, tabulation and publication by IMO of information on national SAR facilities considered by coastal States to be appropriate for the development of provisional SAR plans.

.2 Provisional Maritime SAR Plan

A draft plan developed by coastal States following informal agreement between the parties concerned, based on SAR facilities previously declared and including appropriate arrangements for providing SAR services in accordance with the 1979 SAR Convention.

.3 Maritime SAR Plan

A plan developed by coastal States following formal agreement between the parties concerned, based on SAR facilities previously declared and including appropriate arrangements for providing SAR services in accordance with the 1979 SAR Convention.

ANNEX 4

INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

Contracting States

	Date of signature or deposit of instrument	Date of entry into force
France (signature)	9 April 1980	22 June 1985
United Kingdom (signature) ^{1, 2}	22 May 1980	"
United States (ratification)	12 August 1980	"
Argentina (accession)	18 May 1981	"
Chile (ratification)	7 October 1981	"
Norway (ratification)	9 December 1981	"
Federal Republic of Germany (ratification) ²	21 January 1982	"
Canada (accession)	18 June 1982	"
Netherlands (acceptance)	8 July 1982	"
Brazil (accession)	22 September 1982	"
Sweden (accession)	27 September 1982	"
Algeria (accession)	5 January 1983	"
Barbados (accession)	25 July 1983	"
Australia (accession) ²	7 November 1983	"
Denmark (ratification)	21 June 1984	"
Belgium (accession)	28 February 1985	"
German Democratic Republic (accession)	22 April 1985	"
New Zealand (accession) ³	26 April 1985	"
Japan (accession)	10 June 1985	"
China (approval) ²	24 June 1985	24 July 1985
Portugal (accession)	30 October 1985	29 November 1985
Pakistan (accession)	11 November 1985	11 December 1985
Turkey (ratification)	21 November 1985	21 December 1985
Mexico (accession)	26 March 1986	25 April 1986
Venezuela (accession)	8 July 1986	7 August 1986
Finland (accession)	6 November 1986	6 December 1986
Cameroun (accession)	9 January 1987	8 February 1987
South Africa (accession)	25 August 1987	24 September 1987
Côte d'Ivoire (accession)	5 October 1987	4 November 1987
Uruguay (accession)	15 December 1987	14 January 1988
Poland (ratification)	26 February 1988	27 March 1988
USSR (ratification) ²	25 March 1988	24 April 1988
Ecuador (accession)	17 May 1988	16 June 1988
Jamaica (accession)	10 June 1988	10 July 1988
Peru (accession)	4 July 1988	3 August 1988
Trinidad and Tobago (accession) ²	4 May 1989	3 June 1989
Italy (accession)	2 June 1989	2 July 1989
Greece (ratification) ²	4 September 1989	4 October 1989
Luxemburg (accession)	14 February 1991	16 March 1991

The Convention applies provisionally in respect of the following States:

Belize

Saint Kitts and Nevis

1/ The Signature on behalf of the United Kingdom was in respect of:

The Bailiwick of Jersey
The Bailiwick of Guernsey
Isle of Man
Saint Kitts and Nevis* - Anguilla
Belize*
Bermuda
British Virgin Islands
Gibraltar
Hong Kong

* Has since become an independent State to which the Convention will apply provisionally.

2/ With a declaration/statement.

3/ Accession by New Zealand was declared to apply also in the Cook Islands and Niue.

ANNEX 5

INFORMATION ON SAR FACILITIES IN THE SUB-REGION

BENIN

1 Means of communication

1.1 Benin possesses one radio station in the Port of Cotonou. The station is equipped with a VHF transmitter covering the Coastal zones and the neighbouring ports of Lomé and Lagos. The faulty radar is being repaired and/or replaced.

1.2 The Maritime Coastal Radio station which is out of use is being rehabilitated.

1.3 There is a Land-Station at about 20 km from the coast.

2 The organization of a national SAR system

The component parts of this type of service is being researched and a project plan has been elaborated as follows:

Secondary Centre for Rescue Operations R.S.C. Cotonou

<u>Site</u>	Autonomous Port of Cotonou (Capital)
	Tel: 31: 40: 33 B.P.: 927
	Fax: 31:28:91

National Service for the Administration of the SAR plan:

Ship direction:	Tel: 31:46:69
Merchant Bp.1234	31:58:45

Ministry of Public Works and Transport

Telex: 5225 Cobnam

Depends on RCC (Accra)?

Region of Research. SRR (Accra)?

3 Available SAR facilities

Maritime SAR:

- 2 deep-sea tug-boats
- 1 rescue (Vedette) boat
- 2 (Vedette), coast-guard ships
- 1 twin DHC 6

4 Requirements for training and for equipment

- 4.1 Training a) Training of an administrator for the SAR plan
 b) Training of a co-ordinator for the RSC
- 4.2 Equipment 2 BLU long range Transmission Reception vigil frequency communication equipment for aircraft so that their effectiveness may correspond with that of the ships

CAMEROUN

Cameroun has already ratified the SAR Convention and is in the process of implementing its provisions. Arrangements are in hand for the establishment of a MRCC. The first meeting for this purposes was held on 27 July, 1991.

For purposes of training, we hope to benefit from courses abroad with the assistance of international bodies and friendly nations notably in the following areas: SAR Administration; co-ordination of SAR services; organisation and execution of SAR missions.

In addition, we would need assistance in the acquisition of portable communications systems.

CAPE VERDE

1 Geographic situation

The Cape Verde Islands are located in the Central Atlantic Ocean some 360 nautical miles off the west coast of Africa.

The archipelago consists of ten (10) islands and five islets, divided into windward and leeward groups. The six islands in the windward group are Santo Antão, Sao Vicente, Santa Luzia, São Nicolau, Sal and Boa Vista. The four islands in the leeward group are: Maio, Santiago, Fogo and Brava, of the ten islands, all but Santa Luzia are inhabited.

Although the islands are volcanic in origin, the only active crater is on Fogo. Its most recent eruption was in 1951. In March 1981, the crater showed activity, and seismic tremors occurred in the area of Brava.

Cape Verde wishes to draw attention to the need for the peculiar interests of small island States to be addressed in the 1979 SAR Convention. As a developing country, Cape Verde Islands have open coastlines which are vulnerable to seasonal hurricanes. Our economies are largely dependent on shipping and fishing activities.

2 Search and Rescue Facilities

Cape Verde has a coastal Radio Station located at St. Vincent Island that works 24 hours a day covering both the high seas and their coastal waters. The nearest Coast Earth Station (CES) is in France. St. Vincent Radio has access to international telex and telephone services. The Ports

Authority in St. Vincent and Praia is the national organization responsible for SAR. There are plans over the next five years to install a radar equipment for control.

There are no aircraft or helicopters and rescue vessels specifically tasked with SAR, but the ENAPOR, E.P. Company has four (4) tug-boats for harbour and sea duties, towing vessels in distress, and fire-fighting, and they are used for SAR-services when necessary, under the control of the Harbour Master's Office in St. Vincent and Praia. In addition there are four (4) pilot-boats belonging to the Ports Authority.

The national authority responsible for Search and Rescue Organization is the Transport and Communication Ministry which has plans to improve the maritime SAR services within the next five years. There are plans for the establishment of a Maritime Rescue Co-ordination Centre (MRCC).

The tug-boats are equipped with Radar VHF, HF, Radio-Telephone, satellite navigators, VHF direction-finders, HF direction-finders and echo-sounders.

Santiago Island Meteorological Services collects meteorological data by the sea and air in the Atlantic Ocean. Sal Island - provides Meteorological Services for aviation and issues daily weather bulletins for shipping by radio.

CONGO

Congo has no ships or aircraft dedicated to SAR duties, but has a decree establishing Search and Rescue services for aircraft in distress (decree 65/198 of 30/7/65). Congo needs assistance for the training of personnel in all aspects of SAR operations.

COTE D'IVOIRE

Plans for SAR operations have already been elaborated and allow for the coverage of the entire territorial waters.

Côte d'Ivoire does not have an MRCC but possesses an ARCC situated at Abidjan Port Bouet. The ARCC is under the control of the Airforce.

Côte d'Ivoire has a coast station at Abidjan and has access to international telephone, telefax and telex services. It also has a land-station at Akakro.

The Airforce planes and helicopters can be used in cases of distress and the national marine can provide support with patrol boats.

GABON

Gabon has two radio stations based at the Ports of Libreville and Port-Gentil. These two stations are equipped with VHF and cover large areas of the country. Currently, Gabon does not have an organization in charge of maritime search and search operations.

Nevertheless, the Airforce, the Navy, the Naval Police and at a lesser level the National Police Force and sub-contractors of petroleum companies, possess useful facilities for Maritime Search and Rescue operations.

There is no plan for the development of a SAR co-ordination organisation.

THE GAMBIA

Various fishing companies including the Gambia Ports Authority maintain VHF watch on CH 16 and pass on any messages.

The Gambia Ports Authority maintains one ocean going tug on twenty four hours watchkeeping. It also owns an ocean going pilot boat which is only on eight hours stand-by.

After the 1988 SAR seminar and workshop in Lagos, the Gambia established a search and rescue organization under the control of the Ministry of Defence. It carries out periodical surveillance. The main unit under the Ministry of Defence also maintains four fast patrol boats that could be mobilised in case of any emergency. They carry out weekly patrols.

The Gambia Ports Authority is presently installing advance radio and telephone equipment in its new office complex and has provision for the installation of a radar for surveillance.

GUINEA

There is no MRCC in Guinea but there is a sub centre for Rescue operations based in Conakry. The Radio stations of the Ports of Conakry and Kamsar cover deep-sea and the coastal zones of the country.

The RSC has access to international telephone, telex and telefax services through the wonkifong land-station. The deep-sea tug-boats and the buildings of the National marine, constitute the facilities available for maritime search and rescue operations in Guinean waters. There is no immediate plan for increasing the SAR facilities in the country.

GUINEA-BISSAU

The national organization in charge of Search and Rescue operations is the Office of General Direction of Marine and Ports. It has no permanent system of communication, no building, and has no trained personnel. In the next five years, plans will be elaborated for the creation of a RSC. In the meantime, search and rescue operations are undertaken by the Navy using available naval craft.

LIBERIA

Liberia has no MRCC. As a result of the political situation presently existing in the country, the aeronautical RCC located at the control tower in Robertsfield is temporarily closed. The Coast Guard which had dedicated craft for Maritime Search and Rescue is also not

functional. However three tugs from the Port Authority with twenty fishing vessels provide SAR services when needed. Telephone, telex and telefax services are available through the standard A SES in Monrovia. As the situation in the country improves further information on SAR facilities and equipment will be made available.

NIGERIA

Nigeria has no MRCC but operates an aeronautical RCC located in Lagos and a sub-centre at Calabar covering both the high seas and the coastal waters. It has no CES but has access to international telex and telephone services. Nigeria has fixed-wing aircraft, helicopters and rescue vessels specifically tasked with SAR. The national organization responsible for SAR is the Government Inspectorate of Shipping and there are plans for improving SAR services over the next five years.

SAO TOME AND PRINCIPE

There is no RCC in Sao Tome but there is a radio station which covers deep-sea and coastal areas. There is no national organization for maritime search and rescue operations (SAR).

There is also no immediate plan for the improvement of existing SAR facilities.

SIERRA LEONE

Sierra Leone has an RSC located in Freetown with a radio station covering the coastal waters. There are no vessels specifically tasked with RSC responsibility, but rescue services within the coastal waters are provided by five vessels from the Navy and two from the Ports Authority. The national search and rescue organization is the Transport and Communications Ministry which has plans to improve the maritime SAR services in the near future.

ANNEX 6

REPORT OF NORTH-WESTERN SECTOR COMMITTEE

Committee I composed of Cape Verde, Gambia, Guinea, Guinea-Bissau, Guinea, Sierra Leone, Liberia and Côte d'Ivoire met under the chairmanship of Lt. Col. Williams (Liberia). Lt. Cdr. Sesay of Sierra Leone was elected Vice-Chairman.

Adoption of the agenda: The agenda, prepared by the Secretariat (attached) was adopted without amendment.

Item 3 - Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements

Except for Cape Verde which has a SAR agreement with Senegal none of the other countries represented in the Committee has any bilateral or multilateral SAR agreements with others. However, there exists mutual understanding and co-operation between neighbouring States for necessary actions in the event of a SAR incident.

Item 4 - Identification of co-ordination centres and their provisional areas of responsibility (SAR Regions)

The Committee noted that with the exception of Cape Verde which has two Rescue Co-ordination Centres (RCC) and Côte d'Ivoire with one Aeronautical RCC, there existed no RCC in any of the other countries. The Committee members however unanimously agreed to adopt their respective SAR areas of responsibility and boundaries as developed at the 1988 Lagos SAR seminar and workshop.

Item 5 - Agreement for the provision and co-ordination of SAR services and co-operation between States

The Committee after considering resolution 4 of the 1988 Lagos seminar and workshop on Maritime Search and Rescue agreed on the suitability of the text attached thereto for bilateral agreements between States on co-ordination of SAR services.

Item 6 - Delineation of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)

The Committee recognizing the need for participation in the GMDSS encouraged the installation of LUTs in the Sub-Region.

Item 7 - Identification of existing SAR facilities and equipment

The Committee noted the importance of the availability of this information and encouraged its Members to submit same at the Conference, or if not available to submit it to IMO as soon as possible.

Item 8 - Identification of SAR training requirements

The Committee having noted the importance of Training in SAR operations encouraged member States to submit to the Secretary-General of IMO their training needs for consideration.

Item 9 - Provisional Maritime SAR Plan for the Region

The Committee agreed to endorse the recommendation of the 1988 Lagos SAR Seminar and Workshop as to the delimitation of SAR regions in their area and decided to include it as part of the provisional SAR plan for the Sub-Region.

PROVISIONAL AGENDA OF COMMITTEE 1

- 1 Election of chairman
- 2 Adoption of the agenda
- 3 Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements
- 4 Identification of rescue co-ordination centres and their provisional areas of responsibility (SAR regions)
- 5 Arrangements for the provision and co-ordination of search and rescue services and co-operation between States
- 6 Delineation of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)
- 7 Identification of required SAR facilities and equipment
- 8 Identification of SAR training requirements
- 9 Provisional Maritime SAR Plan for the North-Western sector (Mauritania to Ghana, including Cape Verde)
- 10 Other matters
- 11 Report of the Committee

ANNEX 7

REPORT OF SOUTH-EASTERN SECTOR COMMITTEE

Committee II unanimously elected:

Mr. Ekoumou Dimi Dieoudonne (CAMEROUN) as Chairman
Wg. Codr. Ajibulu-Suleiman (NIGERIA) as Vice-Chairman
Dr. Dehoue Martial Alain (BENIN) as Rapporteur

The Committee amended the draft agenda prepared by the Secretariat by replacing agenda item 8 by:

“Determination of necessary training and re-orientation of personnel in charge of SAR Search and Rescue operations.”

Item 3 - Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements

The Committee considered the text of Resolution 4 of the 1988 Lagos seminar and workshop, and noted that there were no SAR agreements between its Member States either on bilateral or multilateral basis.

Item 4 - Identification of co-ordination centres and their provisional areas of responsibility

The Committee examined the questionnaire in MSC/Circ.327 and noted that none of its Members had so far provided the required information to IMO. It urged its Members to complete the questionnaire and send them to IMO as soon as possible.

Item 7 - Identification of existing SAR facilities and equipment

Members of the Committee agreed to supply to IMO within six months of the end of the Conference information required to complete the SAR.2/Circ.2 circular for their region. Nigeria offered to follow up this matter with the Members and to collate the information for submission to IMO.

Item 8 - Determination of necessary training and reorientation of personnel in charge of SAR operations

Participants stated their SAR training requirements as given under individual country reports in annex 5.

Item 9 - Provisional Maritime SAR Plan for the region

The Committee considered the preliminary delimitation of SAR areas of responsibility prepared at the 1988 Lagos SAR seminar and workshop and agreed to divide the area provisionally under Angola between Cameroun and Angola. Accordingly the following areas of responsibility was agreed for Cameroun and Angola.

PROVISIONAL AGENDA OF COMMITTEE 2

- 1 Election of chairman
- 2 Adoption of the agenda
- 3 Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements
- 4 Identification of rescue co-ordination centres and their provisional areas of responsibility (SAR regions)
- 5 Arrangements for the provision and co-ordination of search and rescue services and co-operation between States
- 6 Delineation of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)
- 7 Identification of required SAR facilities and equipment
- 8 Identification of SAR training requirements
- 9 Provisional Maritime SAR Plan for the North-Western sector (Mauritania to Ghana, including Cape Verde)
- 10 Other matters
- 11 Report of the Committee

ANNEX 8

RESOLUTIONS ADOPTED BY THE LAGOS SUB-REGIONAL CONFERENCE ON MARITIME SEARCH AND RESCUE

Resolution No.1

ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

The Lagos Sub-regional Conference on Maritime Search and Rescue,

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to develop and promote search and rescue activities by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue regions to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area concerned,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto which provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States,

HAVING CONSIDERED the draft provisional maritime search and rescue plan prepared by the Seminar and Workshop on Maritime Search and Rescue held in Lagos from 16 to 20 May 1988,

1. ADOPTS the Provisional Maritime Search and Rescue Plan for the West African Sub-region annexed hereto;
2. INVITES all coastal States in the West African Sub-region:
 - (a) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to augment the said Plan and to keep the information contained therein up-to-date;
 - (b) to consider ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979 at the earliest possible time if they are not yet parties to that Convention;
3. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the West African Sub-region.

ANNEX TO RESOLUTION 1**PROVISIONAL MARITIME SEARCH AND RESCUE PLAN
FOR THE WEST AFRICAN SUB-REGION****INTRODUCTION**

The Provisional Maritime Search and Rescue Plan for the West African Sub-region was prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Lagos Sub-regional Conference on Maritime Search and Rescue, 1991 and is subject to adoption by the States concerned.

The Plan consists of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations fitted at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated INMARSAT Coast Earth Stations (CES);
 - .2.5 Associated COSPAS/SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility of West African countries which did not attend the meeting and, without prejudice to the rights of those States, accepted the provisional areas of responsibility of neighbouring States. The Conference invited the countries concerned to either approve and accept the limits

recommended by the Meeting or to seek bilateral agreement on changes with their neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area within a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Ultra long-range aircraft (ULR). Aircraft with a radius of action of 1500 n.m. plus 2.5 hours search time remaining.

Very long-range aircraft (VLR). Aircraft with a radius of action of 1,000 n.m. plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus half hour search time remaining.

Heavy helicopter (HEL-H). Helicopter with the capacity of evacuating more than 15 persons and an endurance of more than 3.5 hours.

Medium helicopter (HEL-M). Helicopter with the maximum capacity for evacuating from 6 to 15 persons and an endurance up to 3-3.5 hours.

Light helicopter (HEL-L). Helicopter with the maximum capacity of evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV^{*}). Long range seagoing craft.

Rescue boat (RB^{*}). Short range coastal/river craft.

Coast earth station (CES). An INMARSAT communication station on the surface of the earth.

* Speed should be inserted, e.g. "RV(10)"

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system*
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
CRS	Coast radio station
ULR	Ultra long range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
INMARSAT	International Maritime Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
NM	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single-side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft

* When indicated it means that ship position information is available from the system.

Senegal

The Senegalese MSRR is bounded by a line connecting the following geographical positions:

(1)	20° 47' N 17° 04' W	(5)	13° 30' N 37° 30' W
(2)	19° 00' N 19° 00' W	(6)	07° 40' N 35° 00' W
(3)	24° 00' N 25° 00' W	(7)	01° 45' N 26° 00' W
(4)	17° 00' N 37° 30' W	(8)	10° 53' N 15° 05' W

Liberia

The Liberian MSRR is bounded by a line connecting the following geographical positions:

(1)	10° 53' N 15° 05' W	(4)	00° 00' N 07° 02' W
(2)	01° 45' N 26° 00' W	(5)	04° 41' N 03° 12' W
(3)	06° 22' S 16° 00' W		

Ghana

The Ghanaian MSRR is bounded by a line connecting the following geographical positions:

(1)	04° 41' N 03° 12' W	(5)	12° 00' S 10° 00' W
(2)	00° 00' 07° 20' W	(6)	10° 00' S 04° 40' W
(3)	06° 22' S 16° 00' W	(7)	03° 20' S 00° 00'
(4)	06° 22' S 10° 00' W	(8)	06° 00' N 00° 50' W

Nigeria

The Nigerian MSRR is bounded by a line connecting the following geographical positions:

- | | | | |
|-----|------------------------|-----|------------------------|
| (1) | 06° 00' N
00° 50' E | (4) | 05° 52' S
06° 35' E |
| (2) | 03° 20' S
00° 00' | (5) | 03° 00' N
06° 35' E |
| (3) | 10° 00' S
04° 40' W | (6) | 04° 40' N
08° 30' E |

Cameroun

The Cameroun MSRR is bounded by a line connecting the following geographical positions:

- | | | | |
|-----|------------------------|-----|------------------------|
| (1) | 04° 40' N
08° 30' E | (3) | 05° 52' S
06° 35' E |
| (2) | 03° 00' N
06° 35' E | (4) | 5° 50' S
12° 20' E |

Angola

The Angola MSRR is bounded by a line connecting the following geographical positions:

- | | | | | | |
|-----|------------------------|-----|------------------------|-----|------------------------|
| (1) | 05° 50' S
12° 20' E | (3) | 12° 00' S
10° 00' W | (5) | 18° 00' S
10° 00' E |
| (2) | 05° 52' S
06° 35' E | (4) | 18° 00' S
10° 00' W | (6) | 07° 10' S
12° 00' E |

Resolution No.2

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION
OF SEARCH AND RESCUE SERVICES
AND CO-OPERATION BETWEEN STATES

The Lagos Sub-regional Conference on Maritime Search and Rescue,

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall coordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

1. URGES coastal States in the West African Sub-region:
 - (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations;
 - (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States;
2. INVITES the attention of those States considering establishing such agreements or arrangements to the format of the example agreement annexed hereto.

ANNEX TO RESOLUTION 2

EXAMPLE OF AN AGREEMENT ON CO-OPERATION REGARDING MARITIME SEARCH AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES

1 Application

This Agreement applies to the co-operation between Maritime Administration "A" and Maritime Administration "B" in respect of maritime search and rescue services within the sea area

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Requests for the assistance or participation of the search and rescue organization of the other Party shall be made by Party "A" through Rescue Co-ordination Centre "X" (RCC "X") to Rescue Co-ordination Centre "Y" (RCC "Y") and by Party "B" through Rescue Co-ordination Centre "Y" (RCC "Y") to Rescue Co-ordination Centre "X" (RCC "X").

4 Co-ordination

Search and rescue operations within the rescue area of Maritime Administration "A" shall be co-ordinated by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "A" and search and rescue operations within the rescue area of Maritime Administration "B" by appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "B" if not otherwise agreed at the time of the distress incident.

Should the situation so require, the rescue co-ordination centres may agree on other forms of co-operation or distribution of the responsibility and work. The borderline between the rescue areas of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. A request for admission under the provisions of this Agreement shall be made to the Rescue Co-ordination Centre (RCC) of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall alternately arrange a maritime search and rescue exercise each year based on simulated incidents so as to train the search and rescue organizations of the Parties in working together [and with the aeronautical rescue organizations if separate.]

8 Meetings of representatives

Representatives of the authorities responsible for the maritime search and rescue organizations of the Parties shall meet as necessary and at least once a year to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language primarily used shall be

10 Operating costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendment

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This Agreement is established in a single copy in the and languages, both texts being equally authoritative,

Resolution No.3

TECHNICAL CO-OPERATION IN MARITIME SEARCH AND RESCUE

The Lagos Conference on Maritime Search and Rescue,

HAVING ADOPTED the Provisional Maritime Search and Rescue Plan for the West African Sub-region set out in the Annex to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime search and rescue services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING Resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the West African Sub-region do not yet possess all appropriate search and rescue facilities and are in urgent need of appropriate training for their search and rescue personnel,

BEARING IN MIND that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and Rescue Plan in the West African Sub-region,

1. INVITES Member Governments to make available their national maritime SAR training facilities for the training of search and rescue personnel of States in the West African Sub-region and to sponsor fellowships for such training in consultation with the International Maritime Organization;

2. INVITES the Secretary-General of the International Maritime Organization:

- (a) to seek ways and means of securing the necessary funds to assist States which request technical assistance for the provision of maritime search and rescue equipment, facilities or training;
- (b) to bring this resolution to the attention of all Member Governments.

Resolution No.4

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM

The Lagos Sub-Regional Conference on Maritime Search and Rescue,

RECALLING Resolution 6 of the International Conference on Maritime Search and Rescue, 1979 which invites the International Maritime Organization to develop a global maritime distress and safety system that includes telecommunication provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that the International Maritime Organization has developed a global maritime distress and safety system, which is to enter into force on 1 February 1992 and will use the INMARSAT and COSPAS-SARSAT satellite system as well as digital selective calling, direct-printing and radiotelephony on terrestrial MF, HF and VHF frequencies for distress and safety communication including those for search and rescue,

NOTING FURTHER that the World Administrative Radio Conference for Mobile Telecommunications, 1987 adopted amendments to the Radio Regulations and that the Maritime Safety Committee of the International Maritime Organization in 1988 adopted amendments to the International Convention for the Safety of Life at Sea, 1974 to introduce the global maritime distress and safety system,

CONSIDERING the need to provide shore-based facilities necessary to introduce the system in the West African Ocean region,

1. URGES all coastal States in the West African Sub-region to take account of the global maritime distress and safety system in any national plans to improve maritime radiocommunications or their search and rescue organization and to communicate details of their plans to the International Maritime Organization;
2. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of coastal States in the West African Sub-region.

Resolution No.5

EXPRESSION OF APPRECIATION

The Lagos Sub-regional Conference on Maritime Search and Rescue,

NOTING the generous provision of financial support by the Government of the Netherlands and the excellent organizational arrangements made by the Host State and the International Maritime Organization for the Conference,

1. EXPRESSES its deep appreciation to the Government of the Netherlands for financially supporting the Conference and the Government and people of Nigeria for the welcome extended and kindness shown to all participants and for their generous hospitality;
2. EXTENDS its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly instructive seminar and workshop organized in Lagos in May 1988 and the present follow-up Conference;
3. EXTENDS its sincere thanks to the UNDP Resident Representatives in the West African Sub-region littoral States for the assistance extended to participants;
4. REQUESTS the IMO Secretariat to convey to the appropriate authorities this expression of appreciation and inform ICAO and other international organizations of the outcome of the Conference.

IV. WESTERN INDIAN OCEAN, PERSIAN GULF AND RED SEA

REPORT ON THE CAPE TOWN CONFERENCE ON MARITIME SEARCH AND RESCUE (SAR) AND THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

GENERAL

1 In pursuance of its responsibility as depositary of the International Convention on Maritime Search and Rescue, 1979 and in response to:

- .1 resolution 8 on the Promotion of technical co-operation, adopted by the International Conference on Maritime Search and Rescue, 1979; and
- .2 resolution 2 on the Convening of a regional Conference on maritime SAR, adopted by the 1992 Sharjah and Mombasa seminars and workshops on maritime SAR and the GMDSS,

the International Maritime Organization convened, with the financial support of the Governments of the Netherlands, Norway, South Africa and the United Kingdom, the Commission of the European Communities and the International Confederation of Free Trade Unions (ICFTU), a Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) for countries in the Western Indian Ocean, Red Sea and the Persian Gulf. The Conference took place in Cape Town, South Africa, from 2 to 6 September 1996.

2 The Conference was attended by delegations from the following countries:

AUSTRALIA	MADAGASCAR
BAHRAIN	MAURITIUS
COMOROS	MOZAMBIQUE
DJIBOUTI	OMAN
EGYPT	QATAR
ERITREA	SAUDI ARABIA
ETHIOPIA	SEYCHELLES
FRANCE	SOUTH AFRICA
IRAN (ISLAMIC REPUBLIC OF)	UNITED ARAB EMIRATES
IRAQ	UNITED REPUBLIC OF TANZANIA
KENYA	YEMEN (REPUBLIC OF)

3 A list of participants who attended the Conference is given in annex 1.

4 With funds provided by the Governments and international organizations referred to in paragraph 1 above, the Conference budget covered:

- .1 economy class return air fares and per diem for Government-nominated participants from the developing countries in the region; and
- .2 expenditure on lecture papers, IMO conventions, manuals and other publications relevant to the theme of the Conference and other necessary material supplied to participants.

5 The Governments of Denmark, France, Norway, South Africa and the United States, ICAO, Inmarsat, IHO, COSPAS-SARSAT and ILF covered all costs connected with the participation of their lecturers.

6 IMO planned and co-ordinated the Conference and arranged for the services of nine lecturers from five IMO Member Governments and five international organizations.

7 The Government of South Africa provided host country facilities, including meeting rooms, office equipment and supporting staff as well as local transportation.

CONFERENCE OBJECTIVES

8 The Conference aimed at enabling representatives from countries bordering the Western Indian Ocean, Persian Gulf and Red Sea Ocean region to consider:

- integrating into one, amended as appropriate, the provisional SAR plans agreed to by the 1992 Sharjah and Mombasa SAR/GMDSS Seminars and Workshops, thus maximizing co-ordination and cost efficiency for SAR operations;
- the adequacy of GMDSS shore-based facilities in the region;
- identifying training needs for SAR and the GMDSS;
- providing coverage for an area between Africa and Australia identified as lacking the necessary arrangements for SAR purposes; and
- any other relevant issues.

OPENING OF THE CONFERENCE

9 The Conference was opened by His Excellency the Minister of Transport of the Republic of South Africa, Mr. S. R. Maharaj, who welcomed the participants, observers and lecturers to Cape Town and spoke of the humanitarian principle on which the rendering of assistance to those in distress at sea is based. He stressed the need for the maritime community to take advantage of technological developments, particularly regarding satellite communication systems, in order to maximize the benefit of available resources for SAR operations. The Minister informed the Conference that his Department was investigating the acquisition of a Local User Terminal (LUT) so as to improve search and rescue services for the Sub-Saharan African region. He spoke of the importance of international co-operation, in search and rescue and welcomed the opportunity that the Conference would provide for fostering regional co-operation, particularly with regard to providing SAR services in an uncovered area in the South Indian Ocean. In this regard, the Minister confirmed the willingness of South Africa to extend its area of search and rescue responsibility down to the South Pole. Finally, he wished the participants a happy stay in South Africa and fruitful deliberations.

10 Replying, Mr. E.E. Mitropoulos, Director, Maritime Safety Division, IMO, expressed appreciation to the Government of South Africa for hosting the Conference and providing the necessary facilities for the purpose. Mr. Mitropoulos gave a brief account of IMO's activities to enhance safety at sea and protect the marine environment from pollution from ships and stressed that the adoption by IMO of the 1979 SAR Convention and the 1988 Amendments to the 1974 SOLAS Convention to introduce the GMDSS, both of which aim at further improving the search

and rescue of persons in distress at sea, represent important steps in IMO's work in the area of safety at sea. He added that the Conference, which aimed at ultimately developing a Provisional Search and Rescue Plan for the Western Indian Ocean, Persian Gulf, and Red Sea region, in accordance with the 1979 SAR Convention and explaining the provisions of the 1988 GMDSS Amendments, was vital in achieving the objectives of the respective IMO instruments (SAR and SOLAS). Mr. Mitropoulos expressed the hope that the Conference would assist the countries in the region to enhance their maritime search and rescue capabilities and provide the officials responsible for maritime SAR services and GMDSS radiocommunications with information which, if diligently utilized, would contribute to the establishment of an adequate SAR infrastructure, which would ensure efficient SAR operations.

ELECTION OF PRESIDENT AND VICE-PRESIDENTS

11 The Conference unanimously elected Commodore E.T. Beddy (South Africa) as the Conference President and Admiral Mohamed Esmail (Egypt), Mr H.S. Al-Maskry (Oman) and Mr J.K. Kwayu (United Republic of Tanzania) as Vice-Presidents.

ADOPTION OF THE AGENDA

12 The agenda adopted and a list of documents considered by the Conference is given in annex 2.

13 The Conference took note of a statement by the delegation of France, supported by the delegations of Comoros, Madagascar, Mauritius and the Seychelles, on the non-use of the French language as a working language of the Conference. The full text of the French statement is produced at annex 3.

14 In response to a statement made by the delegation of Yemen, which had not attended the 1992 Sharjah Seminar and Workshop and had not therefore participated in the delimitation of SRRs agreed to provisionally by that meeting, the Secretariat explained that, whilst the outcome of both the Sharjah and Mombasa Seminars and Workshops would be used by the Conference as the basis for furthering the work initiated at the two meetings, the draft provisional SAR plans were open for further discussion. They would be subject to any adjustments, updating and amendments the Government representatives attending the Conference may wish to propose for inclusion in the plans the Conference may agree to at the end of its proceedings.

THE SEMINAR

15 The first part of the Conference consisted of a seminar whose programme (annex 2) consisted of eight lectures addressing the following subjects:

Presentation No. 1

Purpose and intent of the Conference

16 In this introductory lecture, Mr. E.E. Mitropoulos (IMO) gave the history of the development of the SAR Convention and the work done by IMO since the adoption of the Convention to assist countries to ratify and effectively implement its provisions. He spoke of IMO's programme of seminars and workshops which have been conducted in many parts of the world and had led to the adoption of provisional maritime SAR plans in various regions. He outlined a number of planned regional conferences aiming at completing the global SAR plan

and concluded by expressing the hope that the events following the present seminar and workshop would culminate in the adoption of a provisional SAR plan for the Western Indian Ocean, Persian Gulf and Red Sea region, ratification of the SAR Convention by all the countries in the region and establishment of an adequate framework of GMDSS shore-based facilities to cover the radiocommunications needs of the whole area.

Presentation No. 2

The International Convention on Maritime Search and Rescue, 1979 - Present status and requirements

17 Mr. E.O. Agbakoba (IMO) gave a brief background and summary of the 1979 SAR Convention, its intent and provisions. He laid emphasis on the purpose of the Convention, which is to assist Parties to discharge their obligations, mainly under the SOLAS and UNCLOS Conventions, to provide adequate and efficient SAR services in their coastal waters and to organize these services so as to be integrated into a global SAR Plan. He then described the essential elements of a good SAR organization, the types of information and operating plan that should be readily available to SAR personnel and the advantages of establishing a ship reporting system.

Presentation No. 3

GMDSS Master Plan of shore-based facilities

18 Mr. Dan Lemon (United States) introduced the GMDSS Master Plan of shore-based facilities. A summary of the communication systems addressed by the Plan was provided, and then the organization and contents of the Plan were discussed. The importance of the Plan to mariners, search and rescue authorities, and providers of communication services within each ocean region of the world was emphasized. Finally, the Conference was reminded of the requirement of the SOLAS Convention (chapter IV, regulation 5) that the information used for completion of the Plan must be provided to the IMO by SOLAS Contracting Governments.

Presentation No. 4

GMDSS matters: Need for sea area A3 facilities and Local User Terminals (LUTs) in the region, false distress alerts, training, etc.

19 Mr. J.-C. Leclair (France) explained the difference between the traditional distress system, which was based on ship-to-ship alerting, and the GMDSS, which is based on ship-shore-ship distress alerting. He discussed the different GMDSS sea areas and the corresponding carriage requirements for ships operating in them and spoke of the urgent need for a local user terminal (LUT) in the Western Indian Ocean region before 1 February 1999, when the GMDSS will be fully implemented. He spoke of the problem of false distress alerts in the GMDSS which is imposing a great burden on MRCC personnel and facilities and the need to rectify the situation through the training of ships' personnel in the use of GMDSS equipment.

Presentation No. 5**Identification of problems related to maritime SAR and the GMDSS in the Western Indian Ocean, Persian Gulf and Red Sea**

20 Mr. A. Gravdal (Norway) described the procedures followed by MRCCs when they receive distress alerts from ships far away from their own SRRs and spoke specifically of the problems experienced by the Stavanger MRCC with regard to communication and SAR co-ordination in the Western Indian Ocean, Persian Gulf and Red Sea regions. He identified the problems of co-ordinating SAR in far away regions as:

- .1 some countries accepting SRRs without designating MRCCs;
- .2 insufficient number of MRCCs in some regions;
- .3 controllers on duty in some MRCCs not being able to communicate in English;
- .4 reluctance of some MRCCs to assume control of SAR incidents within their SRRs;
and
- .5 difficulty of making contact with MRCCs due to technical or language problems.

Presentation No. 6**Inmarsat: Status of satellite services, MSI registration, methods of seeking and arranging association with CES, cost system status, need for LUT coverage, etc.**

21 Mr. A. Fuller (Inmarsat), giving a background to his Organization, explained Inmarsat's inter-governmental character and that it provides the "space segment" (satellites) for world-wide mobile communications services. Originally conceived to provide a global, internationally-governed maritime communications facility, Inmarsat now offers services to land-mobile and aeronautical customers as well. He explained that, although Inmarsat only provides the satellites, the Inmarsat network includes a number of other elements such as:

- .1 Coast (Land) Earth Stations (CES) operated by some signatories, which act as a gateway between the satellites and the terrestrial network;
- .2 Mobile Earth Stations (Ship Earth Stations) through which mobile users obtain access to the system; and
- .3 International SafetyNET service, which is part of the Enhanced Group Call (EGC) providing automated reception of the Maritime Safety Information (MSI).

Presentation No. 7**Promulgation of Maritime Safety Information (MSI)**

22 Mr. I.T. Hunter, representing the WMO, spoke of the role meteorological organizations play in maritime search and rescue. In view of the fact that adverse weather conditions can hamper and even determine the outcome of a SAR operation, it is essential that accurate weather

forecast is available to those involved in SAR operations. For this reason, most meteorological services now have access to very sophisticated numerical prediction models. This notwithstanding, he emphasized the importance of surface observations of weather and sea state to accurate predictions and called on all maritime authorities to encourage the participation of their surface craft in voluntary weather reporting.

Presentation No. 8

COSPAS-SARSAT

23 The representative of COSPAS-SARSAT, Mr. D. Levesque, briefly introduced the COSPAS-SARSAT satellite system and its current status, noting that 29 countries and organizations are now associated with the Programme and contribute to its management and operation.

The system is comprised of 30 LUTs operated by 18 countries, including the LUT installed by Algeria in 1996 which improved the 121.5 MHz coverage of Africa. He observed that no 121.5 MHz coverage was provided in the southern part of Africa and that installation of a LUT and MCC in that region would enhance the timely distribution of 406 MHz alert data to RCCs.

The representative of COSPAS-SARSAT noted that, when installed, the System was available to all users free of charge and that States were responsible for the type approval, coding and registration of 406 MHz beacons. Registration of 406 MHz beacons was of particular importance and access to national databanks by SAR services should be ensured 24 hours a day.

He also described planned developments in the 406 MHz system, which include 406 MHz repeaters on geostationary satellites providing real-time alerting, and the definition of new coding protocols for 406 MHz EPIRBs, which will provide for encoding the distress position.

Presentation No. 9

GMDSS and maritime radio facilities in the Persian Gulf and Red Sea sub-region

24 Mr. J. Rasmussen (Denmark), reviewing the state of radio facilities in the Persian Gulf and Red Sea areas, said that, at present, the area is adequately covered with maritime radio facilities for the "old" system, i.e. non-GMDSS. The transition to GMDSS is planned, but not yet completed. In order to facilitate this transition, he suggested a number of questions which need to be asked and answered by all Governments. He went on to identify the relevant questions which include how to provide for distress communication for ships which do not come under international conventions (ships under 300 GRT) and whether there was a need for A1 or A2 sea areas.

Presentation No. 10

GMDSS facilities in the eastern Africa region

25 Reviewing the state of GMDSS radio facilities in the eastern Africa region, Mr. E. Blikrud (Norway) said that, at present, the coast station arrangements in the eastern Africa region is in a developing state and that most of the GMDSS elements are yet to be established.

This has resulted in reduced safety for national and international shipping, inadequate coast watchkeeping and lack of support for pollution prevention.

He observed, that most of the Administrations in the region had prepared master plans for national maritime radiocommunications facilities. The plans include the establishment of A1 and A2 sea areas where the density of traffic and safety needs so dictate, and the installation of HF DSC and NAVTEX stations. He was of the opinion that the completion of the plans would greatly enhance the implementation of the GMDSS in the region.

Presentation No. 11

South African search and rescue organization

26 The representative of the South African Search and Rescue Organization (SASAR) described his organization, which is headed by an Executive Committee consisting of representatives from Government departments and private organizations. It has two sub-committees, which deal with maritime and aeronautical (land) matters. The primary function of the organization is to search for and rescue survivors of aircraft or maritime accidents. It is also charged with co-ordinating the efforts of various Government departments, voluntary organizations, private aircraft and shipping companies in the field of search and rescue and with formulating policy and procedures.

Presentation No. 12

Training of search and rescue personnel in South Africa

27 Mr. I. Wienburg, Chief Executive Officer of the National Sea Rescue Institute (NSRI) of South Africa, traced the history of his organization which was established 29 years ago. It now has a total of 44 rescue craft, 20 stations (coastal and in inland waters) and about 550 highly trained volunteer men and women. It is responsible for operating rescue sub-centres, providing communications, crews, vessels and vehicles and for training SAR personnel. It provides inhouse training by suitably qualified instructors in basic seamanship, first aid and marine radiocommunications. Additional specialized training is conducted externally in engine maintenance, coastal navigation, electronic navigation systems, fire-fighting and helicopter training. Suitable candidates are encouraged to sit for the relevant departmental examinations for the class of craft they have been trained.

Presentation No. 13

The work of the International Civil Aviation Organization (ICAO)

28 Mr. A.J. Kharuga (ICAO) described the work of his organization. He covered:

- the Convention of the International Civil Aviation, in particular Article 25 concerning State Authority to provide search and rescue services;
- standards and recommended practices of annex 12 to the Convention;
- the ICAO Search and Rescue Manual; and
- national legislation to establish a search and rescue Authority.

He stressed the need for continued harmonization of aeronautical and maritime SRRs and SAR plans and procedures in the spirit of the 1985 Memorandum of Understanding between ICAO and IMO and for co-operation and co-ordination between the two organizations. He spoke of the need for LUT/MCC coverage of the Southern Africa region.

Review of progress made towards ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979

29 The Conference reviewed the status of the 1979 SAR Convention (CAPE/CONF.3) and noted that only 7 out of more than 28 countries in the region, had ratified the Convention. There was general agreement that radiocommunication and search and rescue services are well developed in some countries in the region while such facilities and services are lacking in others.

30 The Conference noted information provided by the IMO Secretariat concerning SAR.2/Circular on Provisional SAR plans and SAR.3/Circular containing information on national SAR facilities and the need for early submission of the information required by MSC/Circ.308 (SAR Questionnaire), MSC/Circ.327 (for the development of a global SAR plan) and MSC/Circ.684 (for the development of a Master Plan of shore-based facilities for the GMDSS).

31 The Conference also noted information provided by the IMO Secretariat concerning the status of the global SAR plan and welcomed the opportunity provided by the meeting for the integration into one of the provisional SAR plans agreed to by the 1992 Sharjah and Mombasa Seminars and Workshops for the Western Indian Ocean, Persian Gulf and Red Sea, amended as appropriate. The Conference, recognizing the importance of the GMDSS in SAR operations, endorsed the need for the provision of adequate GMDSS shore-based facilities in the region.

32 The following were stressed during the seminar sessions:

- the importance of good co-ordination and access to adequate communication facilities rather than expensive investment in dedicated SAR equipment;
- the possibility of providing effective and efficient SAR services by pooling available resources in neighbouring countries through bilateral and multilateral co-operation, thus minimizing cost; and
- the desirability of harmonized maritime and aeronautical SAR services.

33 Following an exchange of views and after participants had provided information (see annex 4) on their national SAR/GMDSS facilities and SAR training needs, the Conference urged participants from countries which had not yet ratified the SAR Convention, on their return home, to encourage the appropriate government authorities to consider acceding to the Convention as early as possible.

34 The Conference noted with appreciation the close co-operation established between ICAO and IMO with regard to SAR matters and urged both Organizations to continue the work of harmonizing, as far as practicable, their SAR plans and procedures.

Global Maritime Distress and Safety System (GMDSS)

35 During the seminar sessions, the provisions of the 1988 amendments to the 1974 SOLAS Convention to introduce the GMDSS were explained and the different GMDSS sea areas and their essential supporting shore-based facilities were discussed. Other lectures covered ships' carriage requirements for different sea areas, the contents and use of the GMDSS Master Plan of shore-based facilities as well as amendments to the IMOSAR and MERSAR Manuals consequential to the introduction of the GMDSS.

36 The Conference acknowledged the need for littoral States in the region to provide shore-based facilities for the smooth operation of the GMDSS and the need for countries to take account of the system in planning improvements in their maritime radiocommunication facilities or SAR organizations and adopted resolution 4 on the Global Maritime Distress and Safety System (GMDSS).

37 The participants were urged to provide, as soon as possible, information, based on the format in MSC/Circ.684, on available GMDSS shore-based facilities in their countries, for inclusion in the GMDSS Master Plan.

38 The Conference noted that Contracting Governments to the SOLAS Convention have to make a choice about the type of communication services they wish to provide for GMDSS ships. In almost every case, the littoral seas will be within Area A3 until the coastal State concerned decides to establish Area A1 (VHF with DSC facilities) or area A2 (MF with DSC facilities).

39 The Conference further noted that ships operating in GMDSS sea Area A3 may choose whether to fit HF DSC equipment or satellite communication (Inmarsat) equipment. As a result, countries wishing to provide search and rescue co-ordination facilities under the terms of the International Convention on Maritime Search and Rescue, 1979, should make arrangements to allow their RCC(s) to communicate with ships via both HF DSC and Inmarsat.

40 In this regard, the Conference considered that it was essential that countries understand that they do not need to individually establish domestic coast stations or Coast Earth Stations to meet the above obligation. In all cases, it would be sufficient to conclude an agreement with a telecommunications entity in another neighbouring country having the necessary facilities to communicate with the sea area in question.

41 In addition, the Conference emphasized that coastal States also have a clear responsibility to make arrangements for the promulgation of maritime safety information (SOLAS chapter V, regulation 2). In the same way, this responsibility can be discharged through co-operative agreement(s) with other States and the appropriate NAVAREA Co-ordinator(s).

42 The Conference also noted that a large number of RCCs were not registered as Information Providers as required by annex 9 of the International SafetyNET Manual (IMO Publication 908) and recalled that any RCC which has not registered, will have no means of alerting GMDSS vessels in ocean areas. The Conference therefore requested that this requirement be brought to the attention of the COMSAR Sub-Committee.

THE WORKSHOP

Delimitation of maritime search and rescue regions

43 The Conference noted that the sole purpose of the delimitation of search and rescue regions undertaken by the Conference is for ensuring and, where necessary, improving the provision of SAR services in the region and that such delimitation is in the context of paragraph 2.1.7 of the annex to the 1979 SAR Convention;^{*} is subject to alterations as may be deemed necessary following bilateral agreements between neighbouring States; and does not prevent any delegation from registering reservations on specific parts thereof. Alterations referred to above shall, in due course, be notified to the Secretary-General of IMO for inclusion in the regional SAR plan. However, the participants acknowledged the need, for SAR and GMDSS purposes only, of a co-ordinated and well-defined SAR/GMDSS system, organization and infrastructure in the region.

44 The Conference also noted that any SAR plan that may emerge from this Conference will continue to be considered as "provisional" until relevant agreements have been established by Parties to the 1979 SAR Convention and the Secretary-General of IMO has been accordingly notified by the Governments concerned in accordance with paragraph 2.1.4 of the 1979 SAR Convention.

45 In undertaking the delimitation of national search and rescue regions (SRRs), the Conference agreed to apply one of the following principles or a combination of same:

- .1 harmonization, to the extent possible, of maritime search and rescue regions with those established for aeronautical purposes;
- .2 application, in the case of States with opposite or adjacent coasts, of the median line of equidistance from the nearest points of their coastlines; and
- .3 the application of relevant provisions of individual agreements between the Governments concerned.

46 The Conference instructed the IMO Secretariat to bring the outcome of the above deliberations to the attention of those countries not present at the Meeting for their information and action as necessary, recommending them to seek bilateral agreements with their neighbouring States and to notify the Secretary-General of IMO accordingly.

Progress reports on national development of SAR organizations - GMDSS arrangements and facilities - Problems and needs

47 To progress consideration of the provisional Western Indian Ocean, Persian Gulf and Red Sea SAR plan, the Conference established three Committees and appointed the following rapporteurs to co-ordinate work on specific items, as identified in paragraph 49, for the following regional areas:

^{*} Paragraph 2.1.7 of the annex to the 1979 SAR Convention provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States.

Mr. J.-M. Schindler (France)	(Persian Gulf and Gulf of Oman)
Mr. J. Rasmussen (Denmark)	(Gulf of Aden and Red Sea)
Mr. D. Lemon (United States)	(Western Indian Ocean)

48 Mr. J.-C. Leclair (France), Chairman of the IMO Sub-Committee on Safety of Navigation, was appointed co-ordinator of the work of the three Committees.

49 The rapporteurs co-ordinated work on the following items agreed by the Conference:

- Integration of the national SAR plans into a single regional plan
- Compatibility with aeronautical SAR plans
- Bilateral agreements on limits of SAR regions and development of a final maritime SAR plan for the regions
- Co-operation between RCCs in:
 - SAR operations and combined training exercises
 - intercommunications, etc.
 - Manning of RCCs
- Other matters related to the Western Indian Ocean, Persian Gulf and Red Sea SAR plan
- Regional requirements for HF DSC communications
- LUT coverage
- Routing of distress alerts
- Registration of RCCs for providing MSI
- Availability of ship identities
- Reducing false alerts.

50 Having received the reports of the rapporteurs, the Conference endorsed the outcome of the consideration of the matters specified in paragraph 49, as contained in annexes 5, 6, 7, 8 and expressed its appreciation for the excellent work done by the rapporteurs.

Coverage of a gap between Eastern Africa and Australian SRRs

51 The Conference identified an area not covered by search and rescue regions in the provisional SAR plans of the South Indian Ocean between the SRRs of Australia, France and South Africa. After discussions between representatives of the three countries, they agreed to accept responsibility for the area(s) defined by the following points:

South Africa:	(a)	26° 50' S 33° 00' E	(e)	50° 00' S 45° 00' E
	(b)	26° 50' S 40° 00' E	(f)	50° 00' S 75° 00' E
	(c)	30° 00' S 40° 00' E	(g)	South Pole
	(d)	30° 00' S 45° 00' E		
France:	(a)	30° 00' S 45° 00' E	(f)	24° 30' S 60° 00' E
	(b)	50° 00' S 45° 00' E	(g)	19° 00' S 55° 00' E
	(c)	50° 00' S 75° 00' E	(h)	19° 00' S 52° 00' E
	(d)	35° 00' S 75° 00' E	(i)	30° 00' S 52° 00' E
	(e)	35° 00' S 60° 00' E		

52 The Conference recognized the difficulties and limitations of access to the above area(s) by the SAR facilities of the countries concerned because of the expansive areas involved and that search and rescue activities in the areas would be essentially limited to co-ordination. It noted with satisfaction that, with the acceptance of an extended area of responsibility by the Governments of France and South Africa, the entire southern area of the Indian Ocean is now covered. The Conference expressed appreciation to the Governments of France and South Africa for extending their areas of responsibility as referred to above.

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

53 The Conference reviewed the model agreement prepared by the Secretariat on arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States and adopted resolution 2 on Arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States.

TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION AND 1988 SOLAS AMENDMENTS

54 The Conference took note of the information provided by the IMO Secretariat on the Technical Co-operation Programme of IMO and adopted resolution 3 on Technical Assistance in Maritime Search and Rescue and Radiocommunications.

55 The delegation of Kenya requested that IMO, when considering technical assistance to the countries in the region for developing their search and rescue infrastructure, take into account

the need for search and rescue services in those countries with large inland lakes. In reply, the IMO Secretariat gave account of the assistance offered by IMO to the three countries bordering Lake Victoria following the sinking earlier in the year of the ferry boat "Bukoba" near Mwanza in Tanzania. They added that the issue of upgrading the existing aids to navigation, hydrographic surveys and development of search and rescue services in Lake Victoria was the subject of technical assistance being discussed between IMO and donor countries and organizations.

OTHER SAR/GMDSS IMO ACTIVITIES

56 The Conference noted with appreciation that IMO plans to hold a regional Conference in Seoul (Republic of Korea) from 7 to 11 April 1997 for all the countries bordering the Pacific Ocean with the aim of integrating into one the existing provisional SAR plans in the area. The Conference also noted that similar Conferences were planned to take place in the future for the entire Indian Ocean, and the Mediterranean and Black Sea regions.

57 In this respect, the Conference noted with appreciation a statement by the delegation of Australia inviting IMO to host the Indian Ocean Conference in Australia and its country's willingness to contribute to the budget of that Conference. The Conference requested the IMO Secretariat to proceed with the organization of the Indian Ocean Conference as soon as the necessary funds are secured.

58 Annex 9 provides a state-by-state overview of some types of maritime SAR training needed.

59 The representative of Inmarsat, noting the proposals relating to the Inmarsat network made by the Conference, stated that:

- .1 Inmarsat requires that every Land Earth Station offering maritime or aeronautical services is associated with an official Rescue Co-ordination Centre; however
- .2 the facilities provided at Rescue Co-ordination Centres was a matter for the Administration concerned; and
- .3 Inmarsat maintains a database of information relating to commissioned mobile terminals and information from this database is made available to bona fide RCCs for distress and safety purposes on request.

ADOPTION OF RESOLUTIONS

60 The Conference considered resolutions on:

- * Adoption of the provisional maritime search and rescue (SAR) plan for the Western Indian Ocean, Persian Gulf and Red Sea region and acceptance and implementation of the International Convention on Maritime SAR, 1979 (Resolution 1);
- * Arrangements for the provision and co-ordination of maritime search and rescue (SAR) services and co-operation between States (Resolution 2);
- * Technical co-operation for maritime search and rescue and radiocommunication facilities (Resolution 3);

- * Global Maritime Distress and Safety System (GMDSS) (Resolution 4); and
- * Expressions of appreciation (Resolution 5)

and adopted resolutions 2, 3, 4 and 5 unanimously and resolution 1 subject to the statements made by some delegations (see appendices to annexes 5 and 6).

REPORT OF THE CONFERENCE

61 The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring Governments bordering the Western Indian Ocean, Persian Gulf and Red Sea region and the Maritime Safety Committee of IMO and its subsidiary bodies concerned.

CLOSING CEREMONY

62 Following the presentation of certificates of attendance to participants, observers and lecturers, Mr. E.E. Mitropoulos reiterated IMO's appreciation to the Government and people of South Africa for hosting the Conference and for making excellent facilities available for the purpose. He also thanked the lecturers for their excellent preparation and valuable contribution to the success of the Conference. He congratulated the participants for their interest, co-operation and active participation throughout the Conference. In conclusion, he expressed the hope that the implementation of the Conference resolutions will make the Western Indian Ocean, Persian Gulf and Red Sea safer seas to sail and cleaner areas in which to operate.

63 The President of the Conference, Commodore E.T. Beddy, replying on behalf of the Government of South Africa, expressed his appreciation to the IMO Secretariat for organizing and to all the officers of the Conference for making it a success. He referred to the difficult negotiations that took place during the week and expressed satisfaction at the achievements of the Conference which have brought the global maritime SAR plan one step further to completion. He complemented all delegations for their spirit of compromise during the Conference and urged all Governments represented at the Conference to consider ratifying the SAR Convention. Finally he spoke of the commitment of the Government of South Africa to the objectives of IMO and thanked the delegates for the honour bestowed on him and his Country by his election as the President of the Conference and for the support extended to him in discharging the functions of the post.

ANNEX 1**IMO CONFERENCE ON MARITIME SAR AND THE GMDSS
CAPE TOWN, 2 - 6 SEPTEMBER 1996****LIST OF PARTICIPANTS**

President Commodore (rtd.) E.T. Beddy (South Africa)

Vice-Presidents: Admiral M.E. Mohamed Esmail (Egypt)
Mr. H.S. Al-Maskry (Oman)
Mr. J.K. Kwayu (United Republic of Tanzania)

AUSTRALIA

Mr Brian Riches
Manager, Communications and
SAR Policy
Australian Maritime Safety Authority
P.O. Box 1108
Belconnen ACT 2616
Tel: (06) 279 5967
Fax: (06) 279 5077

BAHRAIN

Shaikh Abdul Aziz Attiyatullah Al Khalifa
Head of Delegation
Ministry of the Interior
P.O. Box 13, Manama

Mr. Ebrahim Hassan S. Al-Hassar
Head of Technical Services
Customs and Ports Affairs
Directorate General of Ports
Ministry of Finance and National Economy
P.O. Box 453
Manama
Fax: 727985

Mr. Mohammed T. Al-Kaabi
Operations Standard Specialist
Civil Aviation Affairs
Ministry of Transportation
P.O. Box 586
Manama

Mr. Nicholas W. White
Legal Adviser
Ministry of Foreign Affairs
Box 547 Manama

COMOROS	M. Bakri Oumouri Director of Maritime Transport c/o UNDP Resident Representative B.P. 648 Moroni	
DJIBOUTI	Mr. Hassan Aden Hared Head, Anti-Pollution Section Directorate of Maritime Affairs P.O. Box 59 Djibouti	
EGYPT	Admiral Moneer Ezzat Mohamed Esmail Under Secretary, Ministry of Maritime Transport 34 Mostafa Abohief Street Saba Bacha Alexandria	
ERITREA	Mr. Mokonen Habtezion Director General Department of Maritime Transport P.O. Box 679 Asmara	Tel.: 291 1 121317 Fax.: 291 1 121316
	Liaison Office P.O. Box 6, Massawa	Tel.: 291 1 552006 Fax.: 291 1 552157
ETHIOPIA	Mr. Tadesse Beneberu Maritime Expert Ministry of Transport & Communications P.O. Box 1238 Addis Ababa	Tel: +251 1 515665 Fax: +251 1 153550 Telex: 21348 MOTAC-ET
FRANCE	Mr. J.M. Schindler Maritime Counsellor Permanent Representative to IMO French Embassy 2 Queen's Gate, Flat 4A LONDON SE7 5EH	Tel: 0171 584 6149 Fax: 0171 225 2676
	M. Yves Michel Bonneville Capitaine de Vaisseau Commandant de la zone maritime Sud de l'Océan Indien Unité Marine La Réunion 97821 Le Port Cedex I. de la Réunion	Tel.: 19 262 42 83 33 Fax.: 19 262 42 83 49

**IRAN (ISLAMIC
REPUBLIC OF)**

Mr. Mohammad Reza Ghaderi
Director General of Maritime Affairs
Port and Shipping Organization
15994 Enghelab Avenue
Tehran

Tel: 8809280-9
Fax: 0098 21 880 9324

Mr. Seyed Mohsen Hosseini Zavarei
Deputy Managing Director, Board of Directors
Port and Shipping Organization
15994 Enghelab Avenue
Tehran

Tel: 8809280-9
Fax: 0098 21 880 9324

Mr. S. Ali Estiri
Bandar Abbas Port Director
Port and Shipping Organization
15994 Enghelab Avenue
Tehran

Fax: 0098 21 880 9324
Tel: 8809280-9

Mr. Ali Reza Jahangiri
Legal Expert
Ministry for Foreign Affairs
Tehran

Tel.: 321 3310
Fax.: 0088 21 311 6412

Mr. As'ad Ardalan
Legal Expert
Ministry for Foreign Affairs
Tehran

Tel: 3213427
Fax: 009821 3116412

IRAQ

Mr. Hussein Mohammed Abdullah
Director of Maritime Rescue
G.E.I.P.
Basrah

KENYA

Mr. Samuel N. Nzavu
Assistant Secretary (Maritime)
Ministry of Transport & Communications
P.O. Box 52692
Nairobi

Tel.: 254 02 729200

Captain J.M. Odhach
Merchant Shipping Superintendent
Kenya Ports Authority
P.O. Box 95076
Mombasa

Mr. R. Kimilu
Assistant Director
Directorate of Civil Aviation

KENYA (continued)

Mr. V.K. Olunga
Senior Assistant Manager Satellite Services
and Maritime Communications
Posts and Telecommunications Corporation
P.O. Box 34065, Nairobi

Mr. Alexander J. Maina
Regional Telecom Manager/Mombasa
Kenya Posts and Telecommunications
Corporation
P.O. Box 86252
Mombasa, Kenya

Tel.: 254 11 226160
Fax.: 254 11 314331

Captain F.O. Wahutu
Kenya Ports Authority

Lt. Colonel L. Mghalu
Kenya Navy

MADAGASCAR

Mr. Samuel A. Andrianarison
Head of Mercantile Marine Service, Tananarive
Service Marine Marchande
B.P. 8253
101 Tananarive,
Madagascar

Mr. R.N. Rahari Jaona
Foiben-Taosarintanin'i Madagasikara
Ministry of Public Works
Lalana Dama-Ntaoha R.J.B.
B.P. 323 Antananarivo 101

Tel.: 229 36
Fax: (261-2) 252 64]

MAURITIUS

Captain Premananda Moodelly Ponambalum
Mauritius Marine Authority
Mer Rouge, Port Louis

Tel: 00230 2400871
Fax: 00230 2428314

MOZAMBIQUE

Mr. Atanasio Francisco
SAFMAR
Av. Marques de Pombal No. 279
Maputo

Tel: 420552
Fax: 424240

OMAN

Mr. Hamoud Suleiman Al-Maskry
Head of Ship Monitoring Section
Maritime and Ports Affairs
P.O. Box 684
Muscat P.C. 113

Tel: 590957

OMAN (continued) Commander Nassir Juma Mohamed Al.Sinani Tel: 618804 - 618806
Operations Department
Royal Navy of Oman
P.O. Box 723 Code III
Muscat

QATAR

His Excellency Abdulla Hussain Salatt
Under Secretary
Ministry of Transportation and Communications

Colonel Ghanim Shaheet Al-Ghanim
Amiri Air Forces

Major Nasser Munif Nasser Alwadani
Assistant Director
Department of Civil Defence

Mr. Abdel Aziz Hunfi El-essaily
Legal Adviser
Amiri, Diwan

Mr. Ali Mohamed Al-Shaeer
Assistant Director
Department of Ports - Maritime Affairs and Harbours
Ministry of Communication and Transport

SAUDI ARABIA

Colonel Saad Bin Mohammed Al-Shuhayeb
Commander of K.A.D.P. Sec. United
Frontier Guard - Saudi Arabia
P.O. Box 3949
Dammam 31841
Saudi Arabia

Dr. H. A. Al-Saadi
Saudi Ports Authority
Director General Gizan Port
P.O. Box 16 , Gizan

Captain S. Al-Mosallam
Assistant Director of Naval Training
Royal Saudi Naval Forces
P.O. Box 10913
Riyadh 11443

Mr. A.J. Gabban
Communication Ministry

SAUDI ARABIA
(continued)

Mr. W.A. Harasani
Economist
Ministry of Communications
Jeddah

SEYCHELLES

Captain Michael A.M. Rosette
Adjutant, Seychelles Coast Guard
P.O. Box 257
Victoria

Tel: (248) 224411-224616

Fax: (248) 224665

SOUTH AFRICA

Commodore (rtd.) E. Trevor Beddy
Deputy Director Shipping
Department of Transport
Private Bag X193
Pretoria 0001

Mr. T. Quinn
Deputy Director
Directorate of Shipping
Department of Transport

Ms. Cynthia Mhlongo
Civil Aviation Authority
Private Bag X 193
Pretoria

Mr. Herman Pretorius
Civil Aviation Authority
Private Bag X 193
Pretoria

Mr. D.J. Colly
Chief, Directorate of Shipping
Department of Transport

Capt. R.J. Zanders
Chief, Directorate of Shipping
Department of Transport

Captain I.B. Harvey
Executive Manager, Marine Services
Portnet

Captain K.H. Burchell
Senior Manager, Marine Services
Portnet

Mr. B.K.J. van Niekerk
Head, South African Police Coast Guard

SOUTH AFRICA
(continued)

Captain A.A. Cole
Officer Commanding SAS Simonsberg
South African Navy

Lt. Commander N.K. Watts
South African Navy

Mr. N.A. van Niekerk
Principal Ship Surveyor

Mr. A.M. Cramb
Operations Manager
National Sea Rescue Institute

Mr. G. Merryweather
Manager, Maritime and International Operations
Telkom SA Ltd

Mr. D. Van Wyk Nothnagel
Chief Technical Officer
Department of Posts & Telecommunications

Brigadier E. Kapp
South African Air Force MRCC, Cape Town

Lt. Col A. Botes
South African Air Force MRCC, Cape Town

Col. O.C. Streenkamp
South African Air Force MRCC, Cape Town

Lt. Col A.J. McCarthy
South African Air Force MRCC, Cape Town

Mr. Arthur Bradshaw
Air Traffic and Navigation Service Company
South Africa Search and Rescue Organization

Mr. Craig Partridge
Chief, Air Traffic and Navigation Service Company
South Africa Search and Rescue Organization

Mr. J.T. Ferreira
Assistant Director
SASAR Secretariat
Department of Transport

SOUTH AFRICA
(continued)

Mr.P. R. Theron
SARSAR Secretariat

Captain Neil Brink
Port Captain, Richards Bay
Portnet

Captain Derrick Cooke
Port Captain, Durban
Portnet

Mr. B. Paterson
Telkom SA Ltd

Mr. J.J. Smit
Deputy Director-General
Department of Transport

**UNITED ARAB
EMIRATES**

Mr. Abdul-Noor Meer Abdul-Rahamn Al-Sarrah
Manager, Marine Affairs Department
Ministry of Communications

Mr. Mohammed Yousuf Bulbaisi
Chief, Marine Administration

Brigadier General Abdul-Aziz M. Al-Bannai
Director General, Operations Department
Dubai Police

Major Abdullah Sultan Mohammed Al-Ali
Naval HQ

**UNITED REPUBLIC OF
TANZANIA**

Mr. John Kundasen Kwayu
Chief Marine Officer
Tanzania Harbours Authority
P.O. Box 9184
Dar-es-Salaam

**YEMEN
(REPUBLIC OF)**

Captain Saeed A.H. Yafai
Chairman, Public Corporation
for Maritime Affairs
P.O. Box 19395
Sanaa, Yemen

Mr. Tawaf S. Tawaf

Dr. Abdulla A.A. Borji

OBSERVERS

CANADA	Captain John C. Palliser Superintendent Marine SAR (W) Rescue Co-ordination Centre Maritime Forces Pacific Headquarters FMO, Victoria, British Columbia, Canada, VOS 1BO	Tel: +604 363 2987 Fax: +604 363 2944
REPUBLIC OF KOREA	Dr. Jinsoo Park Associate Professor Korea Maritime University Seoul	Tel: +82 2 763 8441 Fax: +82 2 3672 1175 Telex: K26523
NAMIBIA	Mr. E.I. Kadhila Chief Clerk Ministry of Works, Transport and Communications Windhoek	
NORWAY	Ms. Karen Alette Melander Director General Norwegian Ministry of Justice and Police Postboks 8005 Dep. 0030 Oslo	Tel.: 22 34 90 90 Telex: 21 403 JDEP N Fax: 2234 9530
	Mr. Ole Hafnor Assistant Director General Norwegian Ministry of Justice and Police Postboks 8005 Dep. 0030 Oslo	Tel.: 22 34 90 90 Telex: 21 403 JDEP N Fax: 2234 9530
ICFTU	Mr. Grahame Hicks National Secretary (NUMAST) ITF, 49-60 Borough Road London, Sel 1DS	Tel.: 44 171 403 2733 Fax.: 44 171 357 7871
WMO	Mr. Gerhard C. Schulze Chief Director (Permanent Representative to South Africa)	
	Mr. Ian Tyrrell Hunter Deputy Director Maritime Forecasting South Africa Weather Bureau	

LECTURERS

DENMARK

Mr. J. Rasmussen
Head of International Division
Chief Ship Surveyor
Chairman IMO Sub-Committee on COMSAR
Danish Maritime Authority
P.O. Box 2605
DK-2100 Copenhagen

Tel.: 45 39 27 15 15
Fax.: 45 39 27 15 16

FRANCE

M.J. Ch. Leclair
Administrateur Général des
Affaires Maritimes/Directeur-Adjoint
Ministère de l'Amenagement du territoire
de l'équipement et des Transports
Chairman IMO Sub-Committee on Safety of Navigation
Direction des Ports et de la
Navigation Maritimes
34 rue de la Federation
75015 Paris

Tel: +33 1 40 81 71 23
Fax: +33 1 40 81 71 32

NORWAY

Mr. Eirik Bliksrud
Norwegian Telecommunications Authority
Postboks 447 Sentrum
N-0104 Oslo

Tel: +47 22 82 46 00
Fax: +47 22 82 46 40

Mr. A. Gravdal
Inspector
RCC Stavanger
Skringsbygget
N-4050 Sola

UNITED STATES

Mr. Dan Lemon
Chief, SAR Co-ordinator
United States Coast Guard
Department of Transportation
2100 2nd Street, S.W.
Washington DC, 20591, USA

Tel. 202 267 1582
Fax: 202 267 4418

ICAO

Mr. A. Kharuga
Technical Officer/ATS and SAR
ICAO Eastern and Southern African Office
P.O. Box 46294 Nairobi, Kenya

Tel.: 254 2 622395
Fax.: 254 2 22 6706

Inmarsat	Lt. Cdr. A. Fuller FRIN Manager, Maritime Department Inmarsat 99 City Road London EC1Y 1AX	Tel.: +44 171 728 1465 Fax: +44 171 728 1614
COSPAS-SARSAT	Mr. Daniel Levesque Head, Cospas-Sarsat Secretariat 99 City Road London EC1Y 1AX	Tel.: +44 171 728 1391 Fax: +44 171 728 1170
ILF	Mr. Ian Wienburg Chief Executive National Sea Rescue Institute, South Africa	

IMO SECRETARIAT

Mr. E.E. Mitropoulos
Director, Maritime Safety Division

Mr. E.O.A. Agbakoba,
Senior Technical Officer, Navigation Section
Maritime Safety Division

Mr. A. Garofalo
Head, Conference Section, Conference Division

Ms. P. Pearce, Administrative Officer, Maritime Safety Division

ANNEX 2

CONFERENCE PROGRAMME FOR THE WESTERN INDIAN OCEAN, PERSIAN GULF AND RED SEA CONFERENCE ON MARITIME SEARCH AND RESCUE (SAR) AND THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

CAPE TOWN (2 to 6 September 1996)

Monday, 2 September 1996

Purpose of the Conference and basic matters		Lecturers
09.00 - 10.00	- Registration	
10.00 - 11.00	- Opening session (Representative of the host Government and Mr. E.E. Mitropoulos, Director, Maritime Safety Division, IMO)	
11.00 - 11.20	- Coffee/tea break	
11.20 - 11.40	- Purpose and intent of the Conference: identification of regional SAR and GMDSS problems, need for a regional SAR plan, co-operation and co-ordination of SAR activities, training, etc.	E.E. Mitropoulos (IMO) CAPE/CONF.1
SAR matters		
11.40 - 12.00	- The International Convention on Maritime Search and Rescue, 1979: Present status and requirements	E.O. Agbakoba (IMO) CAPE/CONF.3
12.00 - 12.20	- The GMDSS plan of shore-based facilities: Present status and requirements	D. Lemon (United States) CAPE/CONF.4
12.20 - 14.00	- Lunch break	
GMDSS matters		
14.00 - 14.20	- GMDSS matters: Need for Sea area A3 facilities and Local User Terminals (LUTs) in the region, false alerts, training, etc.	J.-C. Leclair (France) CAPE/CONF.5
14.20 - 14.40	- Identification of problems related to maritime SAR and the GMDSS in Western Indian Ocean, Persian Gulf and Red Sea	A. Gravdal (Norway) CAPE/CONF.6

- | | | | |
|---------------|---|---|---|
| 14.40 - 15.00 | - | Inmarsat: Status of satellite services, MSI registration, methods of seeking and arranging association with Coast Earth Stations (CESs), cost system status, need for LUT coverage, need for MCCs, etc. | A. Fuller
(Inmarsat)
CAPE/CONF.7 |
| 15.00 - 15.20 | - | Promulgation of Maritime Safety Information (MSI) | (IHB)
CAPE/CONF.8 |
| 15.20 - 15.40 | - | COSPAS-SARSAT | (COSPAS-SARSAT)
CAPE/CONF.9 |
| 15.40 - 16.10 | - | Tea/coffee break | |
| 16.10 - 16.30 | - | GMDSS and maritime radio facilities in the Persian Gulf and Red Sea region | J. Rasmussen
(Denmark)
CAPE/CONF.10 |
| 16.30 - 16.50 | - | GMDSS facilities in Eastern Africa region | E. Blikrud
(Norway)
CAPE/CONF.11 |
| 16.50 - 17.10 | - | GMDSS facilities in Southern Africa region | (South Africa)
CAPE/CONF.12 |

Tuesday, 3 September 1996

Progress reports on national development in SAR organizations - GMDSS arrangements and facilities: Problems and needs

- | | | | |
|---------------|---|--|---------------------|
| 09.30 - 11.00 | - | Brief reports by Persian Gulf and Red Sea countries represented | |
| 11.00 - 11.20 | - | Coffee/tea break | |
| 11.20 - 12.30 | - | Brief reports by Eastern Africa countries represented | |
| 12.30 - 14.30 | - | Lunch break | |
| 14.30 - 15.00 | - | Brief reports by Southern Africa countries represented | |
| 15.00 - 16.00 | - | Discussion of problems of SAR organizations and GMDSS shore-based facilities | |
| 16.00 - 16.30 | - | Coffee/tea break | |
| 16.30 - 17.00 | - | Training of maritime SAR personnel | ILF
CAPE/CONF.13 |

Wednesday, 4 September 1996

- a.m. - Status of the 1979 SAR Convention
- Review of progress made towards ratification of,
 or accession to, the 1979 SAR Convention
- Opening of the Workshop
- Election of the President and three Vice-Presidents
- Adoption of the agenda
- Establishment of Committees
- p.m. Sessions of Committees

Thursday, 5 September 1996

- 09.30 - 11.00 - Sessions of Committees (Continued)
- 11.00 - 11.30 - Coffee/tea break
- 11.30 - 12.30 - Consideration of the Committees' reports
- 12.30 - 14.30 - Lunch break
- 14.30 - 17.00 - Field trip

Friday, 6 September 1996

Plenary session

- 09.30 - 11.00 - Provisional Maritime SAR Plan for the
 Western Indian Ocean, Persian Gulf and
 Red Sea region
- Arrangements for the provision and co-ordination of
 SAR services and co-operation between States
- Technical co-operation in implementing the 1979 SAR
 Convention and identification of training needs
- Other matters
- 11.00 - 12.30 - Report of the Conference and adoption of resolutions
- Award of certificates of attendance
- Closing ceremony

ANNEX 3

STATEMENT BY THE DELEGATION OF FRANCE

Mr. President,

On behalf of the French Government I would like to register our protest against the lack of interpretation into French which is an IMO working language.

I am aware that this type of meetings are not organized on IMO's budget but depend on financial contributions from donor countries to whom I use this opportunity to express my gratitude.

Nevertheless, this situation causes difficulties to French-speaking countries. IMO is the organizer of the Conference and as a United Nations Specialized Agency should follow its multi-cultural principle.

This problem will obviously not be solved here and that is why we reserve the right to raise the question again at the Council where it is appropriate to discuss the matter.

Finally I request that this statement be annexed to the report of the Conference.

Thank you, Mr. President.

ANNEX 4

INFORMATION PROVIDED ON NATIONAL SAR/GMDSS FACILITIES

BAHRAIN

The State of Bahrain has, since 1949, been a centre for receiving and disseminating Maritime Safety Information (MSI) in IMO sub-area IX. In 1976, Bahrain was officially requested by the area IX co-ordinator to become a sub-area co-ordinator. Since then, Bahrain has carried out its responsibility for promulgating MSI.

Bahrain has always participated in search and rescue operations in and around the Gulf area through Bahrain radio coast station, which keeps a 24-hour watch on 512 kHz and 500 kHz.

According to international standards and recommended practices of the International Civil Aviation Organization (ICAO), Bahrain has established a rescue co-ordination centre (RCC) which is responsible for the provision of search and rescue services within its search and rescue region. Bahrain's RCC has participated effectively and efficiently in maritime search and rescue and is always available to assist the maritime authorities and to give them all possible assistance with co-ordination, communication and the use of its available facilities. These include radar equipment, communications, and co-ordination with adjacent RCCs.

Bahrain is aiming and actively seeking - according to IMO and ICAO recommendations - to reach search and rescue co-operation agreements with neighbouring States.

Internally, Bahrain has formed a search and rescue committee for co-ordinating and organizing resources of all appropriate organizations useful for search and rescue so that effective and expeditious SAR operations can be ensured.

Bahrain has been and will always be committed to fulfilling its international obligations in the field of search and rescue, and will co-operate to the fullest extent with all concerned Parties to achieve the desired purpose.

DJIBOUTI

The Republic of Djibouti is situated near a very busy shipping lane with about 20,000 to 30,000 ships of various sizes passing its coast yearly. Djibouti, therefore, considers it important to have in place an effective search and rescue service. At the national level, there is a national contingency plan called the "ORSEC" which co-ordinates an inter-ministerial response to emergencies. Djibouti also has a sub-regional agreement with neighbouring States for combatting oil pollution and the sub-regional pollution response centre also serves as an RCC for search and rescue.

EGYPT

Maritime activities are important to the Egyptian economy. Ship transits through the Suez Canal, oil exploration in the Gulf Sea and tourism in the Red Sea are vital elements in the Egyptian balance of trade. Tourism in the Red Sea and along the Mediterranean coast is increasing at a fast rate.

Egyptian authorities, recognizing the importance of safety of navigation, have developed a proposal to establish a maritime search and rescue system. Egypt has asked IMO to assist in attracting donors to implement the proposal. IMO has provided funding to assess the Egyptian SAR needs and to prepare a phased implementation programme.

Currently Egypt operates a search and rescue system primarily to meet the requirements of ICAO conventions. The existing system has available trained professionals and is mainly aimed at medical evacuation and response to air and offshore marine incidents. An extensive radio network is also in place which is used for distress alerting and rescue communications.

There is a need to further develop the maritime SAR capabilities in response to the rapidly growing tourist industry. The implementation of a maritime SAR system would encourage the economic use of Egyptian waters and also promote regional stability through the development of mutual assistance agreements for humanitarian purposes.

ERITREA

Eritrea became a Member of IMO in 1993 and has acceded to the 1966 Load Line, 1969 Tonnage Measurement, 1972 COLREG and 1978 STCW Conventions. The Department of Transport is responsible for maritime search and rescue. At present there is no formal search and rescue organization and no GMDSS shore-based facilities, except a VHF station. There are some harbour tugs which can be used for SAR operations around the coastal waters.

FRANCE (REUNION)

The Prefect of Reunion is the head of the maritime SAR organization while the Captain of the French Navy in command of the naval base is responsible for conducting SAR operations at sea. For this purpose he co-ordinates all the facilities of the Administration including:

- the facilities of the navy, the air force and gendarme; and
- civilian facilities such as those of the Ministry of Transport and lifeboat organization.

The operations room in the naval base is open for 24 hours daily. Available facilities include:

- two C 160 aircraft;
- four helicopters;
- one frigate;
- three patrol boats
- two coastal craft
- civilian ships.

Construction of a Rescue Co-ordination Centre in Reunion commenced in 1996 and is expected to be completed in 1997. There are plans for a VHF/DSC network to cover the entire coastline. Reunion is delimitating its SAR area of responsibility, in close consultation with its neighbours in the Indian Ocean region.

IRAN

The Islamic Republic of Iran has more than 1,500 km of coastline along the northern side of the Persian Gulf and the Gulf of Oman, including the strategic Strait of Hormuz. About 150 ships pass through the Strait of Hormuz daily in addition to over 6,000 small wooden boats which operate in the area. Since the 1992 Sharjah seminar and workshop, the Islamic Republic of Iran has ratified the 1979 SAR Convention and has been implementing its provisions. There are Rescue Co-ordination Centres in Chahbahar, Bandar Abbas and Bushehr and 10 subcentres. Communications facilities include VHF, MF and HF stations and a NAVTEX station is also in operation. The associated Inmarsat station is Boomehen Coast Earth Station.

KENYA

Kenya has about 250 nautical miles of coastline. The country ratified the SAR Convention in October 1992 and is presently preparing legislation for its implementation. In the meantime and pending the promulgation of legislation establishing a SAR organization the Kenyan Port authority and the Kenyan navy co-operate in conducting maritime SAR operations. They are assisted by the civil aviation authority, the Kenyan airforce, the police and other voluntary organizations. Available SAR resources include seven long-range tug boats and four pilot boats belonging to the port authority, naval vessels and naval helicopters. Kenya, Tanzania and Uganda are working on details for regional co-operation in SAR activities both at sea and in the inland waters.

OMAN

Oman has about 1,750 km of coastline extending from the Strait of Hormuz to the border with Yemen. The coastline is constantly patrolled by the Royal Omani airforce, the Oman navy and the police.

The RCC is manned 24 hours a day by the airforce and the coast radio station at Muscat is equipped with VHF and HF stations. It has access to international telex, fax and telephone connections with other RCCs. Muscat radio also operates a NAVTEX service. The Royal airforce of Oman has aircraft and helicopters fitted with advanced equipment for SAR services available for SAR services. The navy has fast patrol boats that can be deployed in any weather condition.

QATAR

Qatar has a Rescue Co-ordination Centre located at the airbase in Doha and manned by their national airforce. The search and rescue services cover all of Qatar's territorial waters and EEZ. SAR facilities available include fixed-wing aircraft, helicopters, four harbour tugs and eight speed boats.

UNITED ARAB EMIRATES (UAE)

Following the Sharjah seminar and workshop on maritime SAR and the GMDSS, the UAE has ratified the 1979 SAR Convention and has taken steps to implement its provisions. Two RCCs have been established, one in the Emirate of Abu Dhabi managed by the General Command of the Armed Forces and the second in the Emirate of Dubai managed by the General Command of Dubai Police, covering Dubai and the northern Emirates, which includes Sharjah, Ajman, Ras Al Khaimah, Um Al Quwain and Fujairah.

Several co-ordinating meetings have been held to seek ways of upgrading the equipment and improving the training of their SAR personnel. The Coast Guard of the UAE is fully involved in all these efforts.

ANNEX 5

REPORT OF COMMITTEE 1

Persian Gulf and Gulf of Oman Committee

**(consisting of the delegations of Bahrain, Iran, Iraq, Oman, Qatar, Saudi Arabi
and United Arab Emirates)**

The Persian Gulf and Gulf of Oman Committee based its work on:

- the relevant documents of the Conference;
- the report of the Sharjah Seminar and Workshop;
- statements made by the delegations of Bahrain and Qatar (attached as appendices 1 and 2 respectively); and
- the provision of paragraph 2.1.7 of the annex to the 1979 SAR Convention.

The following topics were discussed:

Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements

- No new information was provided.

Identification of Rescue Co-ordination Centres (RCCs) and their provisional areas of responsibility (SAR regions)

- Regarding SAR boundaries there was a general agreement that their limits should be based on existing bilateral agreements between Governments. The whole area was reviewed in this respect and the outcome of this work is reflected in appendix 3.
- Regarding RCCs: information as per the GMDSS Master Plan and SAR.2 and SAR.3 circulars.
- Information on relevant SAR agreements to be forwarded to IMO in due course.
- Each individual country expressed its willingness to act as promptly as possible in any case of distress at sea.

Agreements for the provision and co-ordination of search and rescue services and co-operation between States

The Committee considered that the example of a relevant agreement submitted by the Secretariat was suitable for use as appropriate.

SAR and radiocommunication networks

- Bahrain is planing to establish an LUT station.
- Iran is planning to do the same.
- Other delegations will consider taking similar action in the future.
- With regard to communication networks the situation in the region seems to be adequate.

- **Identification of required SAR facilities and equipment**

Information provided by some delegations is contained in annex 4.

Additional information will be submitted to the IMO Secretariat as appropriate.

Identification of SAR training requirements

The Committee noted that training in:

- GMDSS matters;
- equipment assessment; and
- service and maintenance techniques,

was required to enable countries in the sub-region to fulfil their obligations under the relevant IMO conventions. A State-by-State training needs is given in annex 9.

APPENDIX 1

STATEMENT MADE BY THE DELEGATION OF THE STATE OF BAHRAIN

At the Regional IMO Seminar and Workshop held in Sharjah in 1992, the participants gave consideration to provisional search and rescue regions for the Arabian Gulf, Gulf of Oman, Gulf of Aden and Red Sea areas.

Paragraph 51 of the report on the Seminar and Workshop noted, with regard to the regions discussed, that "such delimitation, even on a preliminary basis, does not, in any way, commit their respective Governments, is subject to alterations, as it may be deemed necessary and does not prevent any delegation from registering reservations on specific parts thereof."

In a letter dated 6 January 1993 sent by the Minister of Foreign Affairs of the State of Bahrain, to Mr. W.A. O'Neil, Secretary-General of IMO, the Minister wrote:

"In response to your query with regard to the status of the draft provisional SAR region proposed for Bahrain by IMO at the Workshop in Sharjah in February 1992, I understand that at that meeting the Bahraini delegates explained that they were not authorised to discuss those maritime areas which are the subject of the differences between Bahrain and Qatar. The draft provisional SAR region for Bahrain is incomplete but at this stage it would be premature to attempt to define final SAR regions for either Bahrain or Qatar. Such a delimitation may only properly be undertaken once the territorial differences between the two States have been resolved. In the meantime, I am confident that Bahrain and Qatar will continue to co-operate fully with one another in meeting their international SAR obligations. However, the draft SAR region proposed is, for the reasons given, unacceptable to Bahrain.

I might add that the north western boundary of the area proposed as Bahrain's SAR region also appears not to take account of the maritime boundary already agreed between Bahrain and Saudi Arabia."

Thus, Bahrain registered then, and it reiterates now, that the provisional search and rescue region suggested for it at Sharjah is unacceptable.

As Bahrain informed the plenary session of the Conference in its short report on SAR and GMDSS, Bahrain operates a defined aeronautical search and rescue region. It has also established a Rescue Co-ordination Centre which has participated in assisting maritime search and rescue operations, and which is always available to the maritime authorities for such purposes.

Bahrain notes the principle of "harmonization" of aeronautical and maritime search and rescue regions put forward by IMO and ICAO as being the most efficient way of providing a search and rescue service. Bahrain therefore would, in principle, wish to see a maritime search and rescue region which is similar to its aeronautical search and rescue region.

However, Bahrain notes also the principle of agreement between States; and that it has with the Kingdom of Saudi Arabia an agreement defining the maritime boundary between the two States; and that it has with Iran an agreement dividing the continental shelf between the two States.

Bahrain therefore proposes, subject to ratification by its Government, that the most practical and co-operative form of maritime search and rescue region boundary to its west, and to its north, would be one which takes account of these two agreements.

However, with regard to the State of Qatar to Bahrain's east, no such agreement exists. Bahrain wishes therefore here to reiterate that no boundary line of any sort can or will be drawn between Bahrain and Qatar pending settlement of the alignment of the international boundary between the two states. The eastern boundary of Bahrain's maritime search and rescue region will have, therefore, to await consideration at a later date.

In conclusion, Bahrain would like to state that it has been and will continue to be committed to fulfilling its international obligations in the field of search and rescue and will co-operate to the fullest extent with all concerned parties to achieve the desired purpose.

APPENDIX 2

STATEMENT MADE BY THE DELEGATION OF QATAR

Referring to paragraph 2.1.7, chapter 2 of the 1979 SAR Convention which stipulates "The delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States" the delegation of the State of Qatar states that its acceptance of the SAR boundaries that have been proposed during the Cape Town Conference (2 - 6 September 1996) is only to facilitate the technical and operational aspects of maritime search and rescue services with the aim of saving life and property at sea.

Therefore, these boundaries and any arrangements pertaining to these boundaries shall not have any legal effect or any other effects on the Qatar maritime boundaries with neighbouring States, or any maritime areas that the State of Qatar considers as being part of its territories.

The State of Qatar reserves its right to any comments in the future concerning these SAR boundaries.

APPENDIX 3**CONSIDERATION OF SEARCH AND RESCUE REGIONS
IN THE PERSIAN GULF AND GULF OF OMAN****A. Middle limits**

Between the Islamic Republic of Iran and Iraq: when a future agreement has been reached between Iran and Iraq, Iran and Kuwait for SAR purposes the IMO Secretariat will be informed.

Between Iran and Kuwait: nothing due to the absence of Kuwait.

Between Iran and Saudi Arabia:

1. Saudi Arabia stated that their position will be provided officially to IMO Secretariat in due course.
2. Iran gave for it's side the limits of a bilateral agreement which they are willing to accept.

Between Iran and Bahrain: Limits as established by bilateral agreement.

Between Iran and Qatar: Co-ordinates are given in this appendix

Iran and the United Arab Emirates (UAE):

Figures have been given by the Iranian delegation as extracted from a bilateral agreement. Both figures and agreement are subject to verification by UAE. Both delegations will inform IMO Secretariat later of agreed co-ordinates.

Between Iran and Oman: Points agreed as given in this appendix.

Kuwait and Saudi Arabia: Not discussed due to absence of Kuwait.

Side-to-side limits

Between the Islamic Republic of Iran and Iraq: The IMO Secretariat will be informed when an agreement has been reached between Iran and Iraq for SAR purposes.

Bahrain and Qatar: Refer to individual statements of both delegations (appendices 1 and 2 of this annex). Discussion postponed until the settlement of the boundaries between the two States.

Qatar and UAE: Co-ordinates have been given by the Qatar delegation as extracted from a bilateral agreement between the two countries. This is subject to verification by both sides.

UAE and Oman: As previously agreed during the Sharjah Seminar and Workshop.

Bahrain and Saudi Arabia:

Bahrain proposed that the maritime search and rescue boundary between it and Saudi Arabia should be one which follows the 1958 Boundary Agreement (a copy of which is included at pages 14 to 18 of annex 5) between the two States.

Saudi Arabia stated that their position will be provided officially to IMO Secretariat in due course.

Saudi Arabia - Iran (provided by the delegation of Iran)

1.	27° 10' 00 N	50° 54' 00 E
2.	27° 18' 05 N	50° 45' 05 E
3.	27° 26' 05 N	50° 37' 00 E
4.	27° 56' 05 N	50° 17' 05 E
5.	28° 08' 05 N	50° 06' 05 E
6.	28° 17' 06 N	49° 56' 02 E
7.	28° 21' 00 N	49° 50' 09 E
8.	28° 24' 07 N	49° 47' 08 E
9.	28° 24' 07 N	49° 42' 00 E
10.	28° 27' 09 N	49° 39' 07 E
11.	28° 34' 08 N	49° 36' 02 E
12.	28° 37' 02 N	49° 33' 05 E
13.	28° 40' 09 N	49° 34' 03 E
14.	28° 41' 03 N	

Bahrain - Iran (provided by the delegation of Iran)

1.	27° 02' 46 N	51° 05' 54 E
2.	27° 06' 30 N	50° 57' 00 E
3.	27° 10' 00 N	50° 54' 00 E

Qatar - Iran (provided by the delegation of Iran)

1.	27° 00' 35 N	51° 23' 00 E
2.	26° 56' 20 N	51° 44' 05 E
3.	26° 33' 25 N	52° 12' 10 E
4.	26° 06' 20 N	52° 42' 30 E
5.	25° 31' 50 N	53° 02' 05 E

UAE - Iran (provided by the delegation of Iran)

1.	25° 38' 13 N	54° 05' 16 E
2.	25° 39' 55 N	54° 26' 18 E
3.	25° 41' 35 N	54° 30' 25 E
4.	25° 47' 20 N	54° 44' 50 E
5.	25° 47' 30 N	54° 45' 07 E

Iran - Oman

1.	22° 14' 45 N	55° 42' 15 E
2.	26° 16' 35 N	55° 47' 45 E
3.	26° 26.5' N	56° 04.0' E
4.	26° 32.5' N	56° 10.5' E
5.	26° 40' N	56° 28' E
6.	26° 38.5' N	56° 36' E
7.	26° 29.5' N	56° 42.5' E
8.	25° 25.5' N	56° 57.5' E
9.	25° 05' N	57° 15' E
10.	23° 00' N	61° 30' E

Qatar - UAE

1.	25° 31.50 N	53° 00.05 E
2.	25° 05.54 N	52° 36.50 E
3.	24° 48.40	52° 16.20 E
4.	24° 38.20	51° 28.05 E

APPENDIX 4

STATEMENT MADE BY ISLAMIC REPUBLIC OF IRAN

In the Name of God, the Compassionate, the Merciful

Referring to United Nation resolution on the subject, the original and official name of the body of water lying between the Islamic Republic of Iran to the north, and east, and a number of other countries to the south and west is "Persian Gulf".

This term is always used in documents, publications and statements emanating from the Secretariat of the United Nations as the standard geographical name.

Therefore, we expect this august body which is mandated to ensure the use of official geographical names to refer to the original and historical name of the body of water which is Persian Gulf.

The Islamic Republic of Iran has strong objection to using any terms other than Persian Gulf in document SAR.2/Circ.5, annex 5 page 59 and the statement made by the delegation of the State of Bahrain.

This delegation would like to ask the President of the Conference that this Statement be included in the report of the Conference.

AGREEMENT¹ CONCERNING DELIMITATION OF THE CONTINENTAL SHELF BETWEEN IRAN AND BAHRAIN

The Imperial Government of Iran and the Government of Bahrain,
Desirous of establishing in a just, equitable and precise manner the
boundary line between the respective areas of the continental shelf over which
they have sovereign rights in accordance with international law,
Have agreed as follows :

Article 1

The line dividing the continental shelf lying between the territory of Iran on the one side and the territory of Bahrain on the other side shall consist of geodetic lines between the following points in the sequence hereinafter set out :

Point (1) is the Eastern-most point on the Eastern-most part of the Northern boundary line of the continental shelf appertaining to Bahrain as formed by the intersection of a line starting from the point having the latitude of 27 degrees, 00 minutes, 35 seconds North and longitude 51 degrees, 23 minutes, 00 seconds East, and having a geodetic azimuth of 278 degrees, 14 minutes, 27 seconds, with a boundary line dividing the continental shelf appertaining to Bahrain and Qatar, thence :

	<i>Lat. North.</i>	<i>Long. East</i>
Point (2)	27° 02' 46"	51° 05' 54"
Point (3)	27° 06' 30"	50° 57' 00"
Point (4)	27° 10' 00"	50° 54' 00"

Article 2

If any single geological petroleum structure or petroleum field, or any single geological structure or field of any other mineral extends across the boundary line set out in Article 1 of this Agreement and the part of such structure or field which is situated on one side of that boundary line could be exploited wholly or in part by directional drilling from the other side of the boundary line then :

- a) No well shall be drilled on either side of the boundary line as set out in Article 1 so that any producing section thereof is less than 125 metres from

¹ Came into force on 14 May 1972 by the exchange of the instruments of ratification, which took place at Tehran, in accordance with article 5 (b).

the said boundary line except by mutual agreement between the Imperial Government of Iran and the Government of Bahrain.

- b) If the circumstances considered in this Article shall arise both Parties hereto shall use their best endeavours to reach agreement as to the manner in which the operations on both sides of the boundary line could be co-ordinated or unitized.

Article 3

The boundary line referred to in Article 1 hereof has been illustrated on the British Admiralty chart No. 2847¹ which is annexed hereto and has been thereon marked in red.

Article 4

Nothing in this Agreement shall affect the status of the superjacent waters or air-space above any part of the continental shelf.

Article 5

a) This Agreement shall be ratified and the instruments of ratification shall be exchanged at Tehran.

b) This Agreement shall enter into force on the date of the exchange of instruments of ratification.

IN WITNESS WHEREOF the undersigned being duly authorised by their respective Governments so to do have signed this Agreement.

DONE in duplicate at Bahrain the 22nd Rabi'al-Thani 1391 corresponding to the 27th Khordad 1350 corresponding to the 17th June 1971 in the Persian, Arabic and English languages, all texts being equally authoritative.

For the Imperial Government
of Iran :

[Signed — Signé]²

For the Government
of Bahrain :

[Signed — Signé]³

¹ See insert in a pocket at the end of this volume.

² Signed by Parviz Mina — Signé par Parviz Mina.

³ Signed by Said Mahmoud Al-Alavi — Signé par Said Mahmoud Al-Alavi.

III. INDIAN OCEAN REGION

Persian GulfBahrain-Saudi Arabia boundary agreement 22 February 1958 1/

Whereas the regional waters between the Kingdom of Saudi Arabia and the Government of Bahrain meet together in many places overlooked by their respective coasts,

And in view of the royal proclamation issued by the Kingdom of Saudi Arabia on the 1st Sha'aban in the year 1368 (corresponding to 28 May 1949) and the ordinance issued by the Government of Bahrain on 5 June 1949 about the exploitation of the sea-bed,

And in view of the necessity for an agreement to define the underwater areas belonging to both countries,

And in view of the spirit of affection and mutual friendship and the desire of H.M. the King of Saudi Arabia to extend every possible assistance to the Government of Bahrain,

The following agreement has been made:

First clause

1. The boundary line between the Kingdom of Saudi Arabia and the Bahrain Government will begin, on the basis of the middle line from point 1, which is situated at the mid-point of the line running between the tip of the Ras al Bar (A) at the southern extremity of Bahrain and Ras Muharra (B) on the coast of the Kingdom of Saudi Arabia.

2. Then the above-mentioned middle line will extend from point 1 to point 2 situated at the mid-point of the line running between point A and the northern tip of the island of Zakhmuniya (C).

3. Then the line will extend from point 2 to point 3 situated at the mid-point of the line running between point A and the tip of Ras Saiya (D).

4. Then the line will extend from point 3 to point 4, which is defined on the attached map and which is situated at the mid-point of the line running between the two points E and F which are both defined on the map.

5. Then the line will extend from point 4 to point 5, which is defined on the map and which is situated at the point [sic] of the line running between the two points G and H which are defined on the map.

1/ ST/LEG/SER.B/16, p. 409. Entered into force on 22 February 1958.

Map: Gulf of Maine case, annexes to the reply submitted by Canada, vol. I, State Practice in Maritime Delimitation by Agreement, p. 84.

on the map and which is situated at the mid-point of the line running between the two points I and J which are defined on the map.

7. Then the line will extend from point 6 to point 7 situated at the mid-point of the line running between the south-western tip of the island of Umm Nasan (K) and Ras Al Kureya (L).

8. Then the line will extend from point 7 to point 8 situated at the western extremity of the island Al Baina As Saghir, leaving the island to the Government of Bahrain.

9. Then the line will extend from point 8 to point 9 situated at the eastern extremity of the island Al Baina Al Kabir, leaving the island to the Kingdom of Saudi Arabia.

10. Then the line will extend from point 9 to point 10 situated at the mid-point of the line running between the north-western tip of Khor Fasht (M) and the southern end of the island of Chaschus (N).

11. Then the line will extend from point 10 to point 11 situated at the mid-point of the line running between point O situated at the western edge of Fasht Al Jarim and point N referred to in subsection 10 above.

12. Then the line will extend from point 11 to point 12 situated at latitude 26 degrees 31 minutes 48 seconds north and longitude 50 degrees 23 minutes 15 seconds east approximately.

13. Then the line will extend from point 12 to point 13 situated at latitude 26 degrees 37 minutes 15 seconds north and longitude 50 degrees 33 minutes 24 seconds east approximately.

14. Then the line will extend from point 13 to point 14 situated at latitude 26 degrees 59 minutes 30 seconds north and longitude 50 degrees 46 minutes 24 seconds east approximately, leaving the Rennia Shoals (known as Najwat Al Rigai and Fasht Al Anawiyah) to the Kingdom of Saudi Arabia.

15. Then the line will extend from point 14 in a north-easterly direction to the extent agreed upon in the royal proclamation issued on the 1st Sha'aban in the year 1368 (corresponding to 28 May 1949) and in the ordinance issued by the Government of Bahrain on 5 June 1949.

16. Everything that is situated to the left of the above-mentioned line in the above subsections belongs to the Kingdom of Saudi Arabia and everything to the right of that line to the Government of Bahrain, with the obligation of the two Governments to accept what will subsequently appear in the second clause below.

Second clause

The area situated within the six defined sides is as follows:

1. A line beginning from a point situated at latitude 27 degrees north and longitude 50 degrees 23 minutes east approximately.

2. From there to a point situated at latitude 28 degrees 31 minutes 48 seconds north and longitude 50 degrees 23 minutes 15 seconds east approximately.

3. From there to a point situated at latitude 26 degrees 37 minutes north and longitude 50 degrees 33 minutes east approximately.

4. From there to a point situated at latitude 26 degrees 59 minutes 30 seconds north and longitude 50 degrees 46 minutes 24 seconds east approximately.

5. From there to a point situated at latitude 26 degrees 59 minutes 30 seconds north and longitude 50 degrees 40 minutes east.

6. From there to a point situated at latitude 27 degrees north and longitude 50 degrees 40 minutes east approximately.

7. From there to the starting point.

This area cited and defined above shall be in the part falling to the Kingdom of Saudi Arabia in accordance with the wish of H.H. the Ruler of Bahrain and the agreement of H.M. the King of Saudi Arabia. The exploitation of the oil resources in this area will be carried out in the way chosen by His Majesty on the condition that he grants to the Government of Bahrain one half of the net revenue accruing to the Government of Saudi Arabia and arising from this exploitation, and on the understanding that this does not infringe the right of sovereignty of the Government of Saudi Arabia nor the right of administration over this above-mentioned area.

Third clause

Two copies of a map shall be attached to this agreement, making as clear as possible the positions and points referred to in the foregoing subsections, subject to the map being made final by the expert knowledge of the committee defined in the fourth clause below. This map shall become final and an integral part of this agreement after approval and signature by the accredited representatives of the two Governments on behalf of the two parties.

Fourth clause

The two parties shall choose a technical body to undertake the necessary measures to confirm the boundaries in accordance with the provisions of this agreement on the condition that this body shall complete its work two months at the most after the date of execution of this agreement.

Fifth clause

After the committee referred to in the fourth clause has completed its work and the two parties agree on the final map which it will have prepared a body of technical delegates from both sides shall undertake the placing of signs and the establishing of the boundaries in accordance with the detailed announcements made clear in the final map.

Sixth clause

This agreement shall come into effect from the date on which it is signed by the two parties.

ANNEX 6

REPORT OF COMMITTEE 2

Gulf of Aden and Red Sea

**(consisting of the delegations of Djibouti, Egypt, Eritrea, Ethiopia, Oman,
Saudi Arabia and Yemen)**

1 Bilateral or multilateral SAR agreements or arrangements

No formal agreements have been established since the 1992 Sharjah Seminar and Workshop. A number of countries indicated that such agreements have not been high on their list of priorities.

2 Agreement for the provision and co-ordination of SAR services and co-operation between States

The Committee considered the draft example of bilateral agreement prepared by the Secretariat and found the text presented therein suitable for bilateral agreements between States on co-ordination of SAR services with the following comments:

.1 The text proposed (annex to resolution 2) in paragraphs 3 and 4 must be taken as examples only and need to be amended to cater for situations where a Party has no RCC or where a Party has more than one RCC.

.2 In paragraph 7 the words “each year” should be placed in square brackets and the periodicity should be left to the Parties to decide.

The square brackets around the last part of the sentence should be removed and the text contained within should be retained.

.3 In paragraph 8 the words “at least once a year” should be placed in square brackets.

3 Delineation of SAR communication networks, including consideration of COSPAS-SARSAT LUTs

The Committee considered the improvement of SAR shore-based facilities in the region through the installation of a COSPAS-SARSAT LUT and concluded that the installation of a LUT in or near the region would improve response time in case of distress alerting through the COSPAS-SARSAT system.

None of the participating countries had any plans for such an installation at the present time.

4 Identification of required SAR facilities, equipment and training

The Committee identified an urgent need for technical assistance at expert level in order to enable the countries to evaluate their specific telecommunication needs in the areas of SAR facilities and equipment, including infrastructure and training in all relevant areas.

In the participating countries, responsible entities for SAR matters have been identified, even if no dedicated SAR organisation has been developed.

A degree of national co-operation between relevant bodies of the Governments have been achieved in all countries.

Even though no dedicated SAR units have been designated, a high degree of co-operation exists so that harbour tugs, pilot vessels and other government operated vessels and aircraft can be utilised in a distress situation.

In some countries plans for dedicated and detailed SAR organisations are being developed.

5 Provisional areas of responsibility (SAR regions)

.1 Gulf of Aden

The area bounded by a line connecting the following geographical positions will constitute the SAR region of Yemen in this area:

- | | |
|------------------------|------------------------|
| (a) 12°45'N
43°15'E | (d) 12°11'N
50°46'E |
| (b) 12°10'N
44°03'E | (e) 12°00'N
51°35'E |
| (c) 11°45'N
44°11'E | (f) 12°00'N
60°00'E |

.2 Southern part of the Red Sea

A disputed area exists in this part.

Approximate co-ordinates given by Eritrea

- (a) 12°45'N
43°15'E
- (b) 14°07'N
42°55'E
- (c) 18°50'N
38°15'E

Approximate co-ordinations given by Yemen

Continue from the last position between Djibouti and Yemen

(12°10'N 44°03'E)

to

Middle of Bab-el-Mandab

(equidistant between Djibouti and Yemen (12°36'N 43°18'7E) Northwards to a position equidistant between Yemen and Eritrea (13°03.5'N 43°08'E) Northwards to (equidistant) between the Yemeni Island Huneish Al-Kubra and Eritrea (13°35.8N 42°29.3E) then Northwards in a straight line to position between Sudan and Saudi Arabia (20°00N 38°30'E).

Statements made by the delegations of Eritrea and Yemen are reproduced at appendices 1 and 2 of this annex respectively.

.3 Northern and Central part of the Red Sea and the Gulf of Aquaba

The basic principle of an equidistant line was agreed for the north and central parts.

This basic principle was also applied to the south central part, subject to acceptance by the Government of Sudan.

Saudi Arabia stated that their position will be provided to the Secretariat in due course.

- 6** The Committee, recognising the value of information to be made available on SAR Training, considered SAR.5/Circ. 2 of 9 May 1986.

A clear wish was expressed by the Committee to have this document updated and for detailed information about telephone, telefax and postal addresses to be added.

APPENDIX 1**STATEMENT MADE BY THE DELEGATION OF ERITREA**

The State of Eritrea will use its best endeavours to adhere to chapter 2 of the 1979 SAR convention, to make provisions for adequate search and rescue services for persons in distress at sea round its coasts up to and including the Zuqar and Hanish Archipelago, and asks the Cape Town Conference on SAR to indicate our area of responsibility to be up to the lines drawn between the following co-ordinates:

- a) 12°45'N
 43°15'E
- b) 14°07'N
 42°55'E
- c) 18°50'N
 39°15'E

The State of Eritrea is further willing to show its readiness to co-operate with its neighbours in issues of life saving at sea even in areas considered temporarily in dispute if there is readiness from the other party.

APPENDIX 2

STATEMENT MADE BY THE DELEGATION OF THE REPUBLIC OF YEMEN

The Republic of Yemen, in spite of the limited financial resources available to it, is fully aware of the sensitive geographic position it occupies in one of the most important shipping routes in the world and therefore has never hesitated to render assistance to ships in distress in the southern part of the Red Sea and Gulf of Aden. Also, in order to enhance safety of shipping, the Republic of Yemen has constructed lighthouses on most of its islands in the Red Sea and has been operating such lighthouses without any disruption or interference from any source since the early 1980's until Eritrea put the lighthouse on Huneish AL-Kubra out of operation when it occupied that island in December 1995.

We came to this conference in good faith to see how we can improve our services to international shipping, especially ships in distress, and also exchange views on how we can co-operate with our neighbouring countries to make search and rescue more effective.

You are no doubt aware of the dispute between Yemen and Eritrea which resulted from the armed occupation by Eritrea of the Yemeni Island of Huneish AL-Kubra. In Committee (2) of this Conference a very sincere effort was made by our distinguished rapporteur Mr Rasmussen of Denmark, to narrow the differences as much as possible and we thought he succeeded when the representative of Eritrea declared that the dispute is around Huneish AL-Kubra and both sides agreed to deposit with the conference a statement to express their views.

This morning we were surprised to see a different view when the representative of Eritrea deposited with the Rapporteur of our Committee a completely different view. In his proposal he included all the Yemeni islands in the middle of the southern part of the Red Sea and the line that he has proposed passes a few-miles off the coast of mainland Yemen.

This delegation would like to state that the only victim of the Eritrean intransigent position is the seafarer who we gathered here to try to help. The aim of the Eritrean position is clearly to disrupt Search and Rescue in the southern part of the Red Sea especially in view of the fact, as confessed by the representative of Eritrea to this Conference, that Eritrea's capabilities in Search and Rescue are almost non-existent. This Conference should therefore be aware that the position adopted by Eritrea means the total disruption of any effective search and rescue in the southern part of the Red Sea.

The delegation of the Republic of Yemen therefore declares its total rejection of the delimitation lines proposed by the representative of Eritrea and holds Eritrea fully responsible for any disruption of Search and Rescue in the southern part of the Red Sea. We call upon this conference and the international maritime community to condemn the attitude of Eritrea and request that this statement be taken note of and reflected in the report of this Conference.

ANNEX 7**REPORT OF COMMITTEE 3****Eastern and Southern Africa Committee**

(consisting of the delegations Comoros, Madagascar, Seychelles, France, Mauritius, South Africa, Kenya, Mozambique and Tanzania)

- 1 Although all states concerned indicated that they have good co-operation in SAR matters with their neighbouring states, none of the States had arranged for such co-operation with formal SAR agreements. However, after discussing the need for agreements in order for IMO to finalize the Global SAR Plan, and noting the valuable obligations and mutual accountability which could result from such agreements, all states represented indicated their intention to develop appropriate bilateral or multilateral agreements.
- 2 Search and Rescue regions (SRRs) were successfully developed on a provisional basis without any gaps or overlaps in coverage as indicated in appendix 1 to this annex. Each state provisionally accepted responsibility for an SRR as indicated in the appendix except that the Comoros was included within the SRR of Madagascar, and therefore has no provisional SRR of its own. Each delegation committed itself to provide updated information to IMO regarding their respective SAR authorities and rescue co-ordination centres for the purpose of updating the appropriate IMO SAR Circulars.
- 3 The Committee amended the example search and rescue agreement as given in the annex to resolution 2 and recommended it for use as appropriate by the states concerned, and for adoption by the Conference.
- 4 The Committee agreed that installation of a COSPAS-SARSAT LUT within South Africa could provide optimum coverage for the remainder of the African continent not presently covered with a LUT. It was further noted that a LUT in this area would enable processing of critical maritime and aeronautical distress signals from beacons using the frequency 121.5 MHZ for alerting, and would improve the processing of distress alerts from 406 MHZ satellite beacons as well. The Committee decided to bring these considerations to the attention of IMO, and invite the Organization to consult with the Government of South Africa regarding the possible installation of a LUT.
- 5 The Committee then considered general SAR and communications needs for eastern and South Africa.
- 6 After discussing the importance of the IMO GMDSS Master Plan, Members agreed to act not later than 1 December 1996 to ensure that relevant information for their respective states is included and up to date in the Plan; the data will then be available in time for consideration by the second session of the COMSAR Sub-committee.
- 7 Appendix 2 shows the status of registration databases for the states concerned. The Committee discussed the importance of such databases being available to RCCs on a 24 hour basis, and also reviewed the standard types of information which registration databases should contain. The Committee believe that not only would it provide valuable assistance to the many states now required to maintain databases, but that it would also greatly simplify and support the work of RCCs, if a single global database could be established.

- 8 The Committee noted that use by MRCCs of Inmarsat SESs, the standard IMO Situation Report Format and the Aeronautical Fixed Telecom-munications Network (AFTN) might greatly enhance their ability to communicate with ships and with other RCCs. It further recognized the importance of RCCs having information readily available to use in decoding preformatted messages generated by EPIRBs and other GMDSS equipment.
- 9 Regarding the need of African states for SAR resources, the Committee felt that priority should be given to establishing dedicated fully-capable RCCs. Training and SAR agreements are also necessary to achieve this goal. To various degrees, personnel need training beginning at the diplomatic and legislative levels of government, and then for SAR personnel at all levels of the SAR system.

APPENDIX 1**EASTERN AND SOUTHERN AFRICA
PROVISIONAL SAR PLAN****KENYA**

The SRR of Kenya is bounded by lines joining the following geographical positions:

a) Kenya land boundary with Somalia

b) 02°00 S d) 04°42 S
42°00 E 44°00 E

c) 02°00 S e) 04°42 S
44°00 E 39°14 E

MOZAMBIQUE

a) 10°25 S d) 20°00 S
40°30 E 40°00 E

b) 11°00 S e) 26°50 S
41°30 E 40°00 E

c) 15°00 S f) 26°50 S
43°00 E 32°52 E

TANZANIA

a) 04°42 S d) 11°00 S
39°14 E 41°30 E

b) 04°42 S e) 10°25 S
44°00 E 40°30 E

c) 10°20 S
44°00 E

MADAGASCAR (RCC TANANARIVE)

a) 10°20'S d) 30°00'S g) 15° 00'S
55°00'E 52°00'E 43°00'E

b) 19°00'S e) 30°00'S h) 11° 00'S
55°00'E 40°00'E 41°30'E

c) 19°00'S f) 20°00'S i) 10° 20'S
52°00'E 40°00'E 44°00'E

MAURITIUS (RCC Plaisance)

- | | | |
|-----------------------|-----------------------|-----------------------|
| a) 06°00'S
60°00'E | d) 35°00'S
60°00'E | g) 10°22'S
55°00'E |
| b) 06°00'S
75°00'E | e) 24°30'S
60°00'E | h) 10°20'S
60°00'E |
| c) 35°00'S
75°00'E | f) 19°00'S
55°00'E | |

SEYCHELLES (RCC VICTORIA)

- | | |
|-----------------------|-----------------------|
| a) 02°00'S
44°00'E | c) 10°20'S
60°00'E |
| b) 10°42'N
60°00'E | e) 10°20'S
44°00'E |

FRANCE (RCC REUNION)

- | | | |
|-----------------------|-----------------------|-----------------------|
| a) 35°00'S
60°00'E | d) 50°00'S
45°00'E | g) 19°00'S
52°00'E |
| b) 35°00'S
75°00'E | e) 30°00'S
45°00'E | h) 19°00'S
55°00'E |
| c) 50°00'S
75°00'E | f) 30°00'S
52°00'E | i) 24°30'S
60°00'E |

SOUTH AFRICA

- | | |
|-----------------------|-----------------------|
| a) 26°50 S
33°00 E | e) 50°00 S
45°00E |
| b) 26°50 S
40°00 E | f) 50°00 S
75°00 E |
| c) 30°00 S
40°00 E | g) South Pole |
| d) 30°00 S
45°00 E | |

APPENDIX 2**STATUS OF REGISTRATION DATABASES
FOR EASTERN AND SOUTH AFRICA**

O = operational

P = planned

	COSPAS-SARSAT DATABASE	OTHER GMDSS DATABASES
COMOROS		P
FRANCE	O	O
KENYA	P	P
MADAGASCAR	P	P
MAURITIUS	O	P
MOZAMBIQUE	O*	P
SEYCHELLES	O	P
SOUTH AFRICA	O	O
TANZANIA	P	P

* Only available during normal daytime working hours

ANNEX 8

REPORT OF THE CO-ORDINATOR OF THE THREE COMMITTEES

The main task of the co-ordinator was to make sure that the outer limits agreed in each of the three Committees would match in such a manner that there was no overlap between the provisional SAR plans for the three sub regions and also that there was no gap left between the plans covering the region as a whole and adjacent ones.

The co-ordinator reported positively on the above aims and added that the limits between Committees 1, 2 and 3 involved 3 countries: Yemen, Oman and Somalia. Yemen and Oman have agreed limits between themselves. Yemen has agreed a limit with Somalia which Somalia had accepted during the Mombasa Seminar and Workshop.

ANNEX 9

SAR TRAINING NEEDS

	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO-ORDINATION	DEVELOPMENT OF SAR OPERATION PLAN	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICATIO N NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATE
BAHRAIN	✓			✓			✓			✓
COMOROS	✓	✓		✓						
FRANCE										
IRAN				✓	✓	✓		✓		✓
IRAQ	✓	✓	✓		✓	✓	✓		✓	
KENYA		✓		✓		✓	✓	✓		✓
MADAGASCAR	✓	✓	✓	✓	✓	✓				
MAURITIUS	✓	✓	✓	✓	✓	✓		✓	✓	✓
MOZAMBIQUE	✓	✓	✓	✓	✓	✓		✓	✓	
QATAR	✓	✓		✓			✓	✓	✓	✓
SAUDI ARABIA	✓	✓	✓	✓	✓	✓	✓	✓	✓	

	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO-ORDINATION	DEVELOPMENT OF SAR OPERATION PLAN	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICATIO N NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATE
SEYCHELLES		✓	✓	✓	✓	✓				✓
SOUTH AFRICA										✓
TANZANIA	✓	✓		✓		✓	✓	✓		✓
YEMEN	✓	✓	✓	✓	✓	✓	✓	✓		✓

- France can provide training for French-speaking countries.
- South Africa can provide training for English-speaking countries.

ANNEX 10**RESOLUTIONS ADOPTED BY THE CAPE TOWN CONFERENCE
ON MARITIME SEARCH AND RESCUE AND THE GLOBAL
MARITIME DISTRESS AND SAFETY SYSTEM****Resolution No. 1****ADOPTION OF THE PROVISIONAL MARITIME SEARCH AND RESCUE PLAN
FOR THE WESTERN INDIAN OCEAN, PERSIAN GULF AND RED SEA****AND****ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL
CONVENTION ON MARITIME SEARCH AND RESCUE, 1979**

The Cape Town Conference on Maritime Search and Rescue, (SAR) and the Global Maritime Distress and Safety System (GMDSS).

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to develop and promote search and rescue activities by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue region to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area concerned,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto which provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States,

HAVING CONSIDERED the draft provisional maritime search and rescue plan prepared by the Seminars and Workshops on Maritime Search and Rescue in Sharjah from 8 to 12 February 1992 and Mombasa from 5 to 9 October 1992,

1. **ADOPTS** the Provisional Maritime Search and Rescue Plan for the Western Indian Ocean, Persian Gulf and the Red Sea area annexed hereto;

2. **INVITES** all coastal States in the area:
 - (a) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to augment the said Plan and to keep the information contained therein up-to-date;
 - (b) to consider ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979 at the earliest possible time if they are not yet parties to that Convention,
3. **INVITES** the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the area.

ANNEX TO RESOLUTION 1**PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE
WESTERN INDIAN OCEAN, PERSIAN GULF AND RED SEA AREA****INTRODUCTION**

The Provisional Maritime Search and Rescue Plan for the Western Indian Ocean, Persian Gulf and Red Sea area was prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Cape Town Conference on Maritime Search and Rescue and the GMDSS 1996 and is subject to adoption by the States concerned.

The Plan consists of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations fitted at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated Inmarsat Coast Earth Stations (CES);
 - .2.5 Associated COSPAS-SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility of countries in the region which did not attend the Meeting and, without prejudice to the rights of those States, accepted the provisional areas of responsibility of neighbouring States. The Conference invited the countries concerned to either approve and accept the limits recommended by the Meeting or to seek bilateral agreement on changes with their neighbouring

States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area in a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Ultra-long-range aircraft (ULR). Aircraft with a radius of action of 1500 n.m. or more plus 2.5 hours search time remaining.

Mission control centre (MCC). A ground station responsible for collecting, storing and sorting out data from LUTs and other MCCs, and for providing such data to SAR networks.

Very-long-range aircraft (VLR). Aircraft with a radius of action of more than 1,000 n.m. plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus ½ hours search time remaining.

Heavy helicopter (HEL-H). Helicopter with radius of action for rescue purposes of more than 200 n.m. and capacity for evacuating more than 15 persons and an endurance of more than 3.5 hours.

Medium helicopter (HEL-M). Helicopter with radius of action for rescue purposes of 100 to 200 n.m. and capacity for evacuating from 15 persons with an endurance of up to 3.5 hours.

Light helicopter (HEL-L). Helicopter with radius of action for rescue purposes of up to 100 n.m. and the maximum capacity for evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV^{*}). Long range seagoing craft.

Rescue boat (RB^{*}). Short range coastal/river craft.

Coast earth station (CES). An Inmarsat communication station on the surface of the earth.

* Speed should be inserted, e.g. "RV(10)" or "RB(10)"

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system*
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
CRS	Coast radio station
ULR	Ultra-long-range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
Inmarsat	International Mobile Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium-range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
nm	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short-range aircraft
SRR	Search and rescue region
SSB	Single-side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long-range aircraft

* When indicated it means that ship position information is available from the system

Resolution No. 2**ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF
SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES**

The Cape Town Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS).

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

1. **URGES** coastal States in the Western Indian Ocean, Persian Gulf and the Red Sea region:
 - (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations;
 - (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States of the Organization.
2. **INVITES** the attention of those States considering establishing such agreements or arrangements to the format of the example agreement annexed hereto.

ANNEX TO RESOLUTION 2

EXAMPLE OF A FORMAT FOR AN AGREEMENT ON CO-OPERATION REGARDING SEARCH AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES

Note: Due to varying SAR organizations and circumstances among states, it is understood that this example agreement may need to be adapted to be suitable for specific situations.

1 Application

This Agreement applies to the co-operation between Administration 'A' and Administration 'B' in respect of search and rescue services within the sea area.....

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Request for assistance or participation of the search and rescue organizations of the other Party shall be made from Party 'A' by the Rescue Co-ordination Centre 'X' (RCC 'X') to Rescue Co-ordination Centre 'Y' (RCC 'Y') and by Party 'B' by the Rescue Co-ordination Centre 'Y' (RCC 'Y') to Rescue Co-ordination Centre 'X' (RCC 'X').

4 Co-ordination

Search and rescue operations within the Administration 'A's' search and rescue region (SRR) shall be co-ordinated by the appropriate Administration 'A's' rescue co-ordination centre (RCC) and search and rescue operations within the Administration 'B' SRR by the appropriate Administration 'B's' rescue co-ordination centre (RCC), if not agreed otherwise at the time of the distress incident.

Should the situation so require, RCCs may agree on other forms of co-operation or distribution of responsibility and work. The line separating the SRRs of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

Whenever an RCC receives a distress alert from a position outside its own SRR, that RCC shall be responsible for co-ordinating the search and rescue response until another RCC in a better position to respond assumes co-ordination responsibility.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. Suitable arrangements for admission under the provisions of this Agreement shall be made with RCC of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall, alternately, arrange a maritime search and rescue exercise [each year] based on simulated incidents so as to train the search and rescue organizations of the Parties in working together and with the aeronautical rescue organizations if separate.

8 Meetings of representatives

Representatives of the authorities responsible for the search and rescue organizations of the Parties shall meet as necessary and at least [once a year] to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of search and rescue services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language used primarily shall be

10 Operation costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendment

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This agreement is established in a single copy in and languages, both texts being equally authoritative.

Resolution No. 3

TECHNICAL ASSISTANCE FOR SEARCH AND RESCUE FACILITIES

The Cape Town Conference on Maritime Search and Rescue and the Global Maritime Distress and Safety System (GMDSS),

HAVING ADOPTED the first draft of a Provisional Maritime Search and Rescue Plan for the Western Indian Ocean, Persian Gulf and the Red Sea region set out in the Annex to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime search and rescue and radio communication services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the region do not yet possess all appropriate search and rescue radio communication facilities and are in urgent need of appropriate training for their search and rescue personnel,

BEARING IN MIND that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and Rescue Plan in the region,

1. **INVITES** Member Governments to make available their national maritime SAR training facilities for the training of search and rescue personnel of States in the region and to sponsor fellowships for such training in consultation with the International Maritime Organization;
2. **INVITES** the Secretary-General of the International Maritime Organization:
 - (a) to seek ways and means of securing the necessary funds to assist States which request technical assistance for the provision of search and rescue and radio communication equipment, facilities or training;
 - (b) to bring this resolution to the attention of all Member Governments.

Resolution No. 4**GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

The Cape Town Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING resolution 6 of the International Conference on Maritime Search and Rescue, 1979 which invites the International Maritime Organization to develop a global maritime distress and safety system that includes telecommunication provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that the International Maritime Organization has developed and adopted a global maritime distress and safety system, which entered into force on 1 February 1992 and uses Inmarsat and COSPAS-SARSAT satellite systems, as well as digital selective calling, direct-printing and radiotelephony on terrestrial MF, HF and VHF frequencies for distress and safety communications including those for search and rescue,

NOTING FURTHER that the World Administrative Radio Conference for Mobile Telecommunications, 1987 adopted amendments to the Radio Regulations and that the Maritime Safety Committee of the International Maritime Organization in 1988 adopted amendments to the International Convention for the Safety of Life at Sea, 1974 to introduce the global maritime distress and safety system,

CONSIDERING the need to provide shore-based facilities to introduce the system in the Western Indian Ocean, Persian Gulf and Red Sea region,

1 **URGES** all coastal States in the region to take account of the global maritime distress and safety system in any national plans to improve maritime radiocommunications or their search and rescue organization and to communicate details of their plans to the International Maritime Organization;

2 **INVITES** the Secretary-General of the International Maritime Organization to:

- .1 bring this Resolution to the attention of all coastal States in the region;
- .2 request the Maritime Safety Committee to consider how to develop a single registration database for GMDSS equipment which States may elect to use to satisfy the provisions for registering equipment, and which rescue co-ordination centres may readily access to support search and rescue operations;
- .3 encourage States operating MRCCs associated with Inmarsat coast earth stations to ensure that suitable arrangements are in place to relay Inmarsat distress alerts to all responsible MRCCs within the service area of the respective coast earth stations;
- .4 invite Inmarsat to help to ensure that all responsible MRCCs with associated search and rescue regions have the specific information they may need to contact ships and other craft via Inmarsat;

- .5 recommend that providers of GMDSS services develop the capacity to distribute alert data as directly as practicable to responsible RCCs and to decode alert messages prior to delivery to the search and rescue system;
- .6 consult with the Government of South Africa regarding the need for a COSPAS-SARSAT LUT to provide coverage to support SAR services within the African sub-sahara areas and surrounding waters with a view to determine whether a LUT could be installed by South Africa within its territory.

Resolution No. 5**EXPRESSIONS OF APPRECIATION**

The Cape Town Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

NOTING the generous provision of financial support by the Governments of the Netherlands, Norway, South Africa and the United Kingdom, the Commission of the European Communities and the International Transport Workers' Federation and the excellent organizational arrangements for the Conference made by the host State and the International Maritime Organization,

1 **EXPRESSES** its deep appreciation to the Government and people of the Republic of South Africa for the welcome extended and kindness shown to all participants and for their generous hospitality and overall contribution to the success of the Conference;

2 **EXPRESSES ALSO** deep appreciation to the Governments of the Netherlands, Norway, South Africa and the United Kingdom, the Commission of the European Communities and the International Transport Workers' Federation for financially supporting the Conference;

3 **CONVEYS** its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly successful Conference;

4 **EXTENDS** its sincere thanks to:

- the lecturers and Chairmen of the various sessions of the Conference for preparing and delivering excellent and very instructive lectures on their topics,
- their Governments and international organizations for making them available, and
- the rapporteurs and co-ordinator for their contribution to the success of the Conference;

5 **EXTENDS ALSO** its sincere thanks to the UNDP Resident Representatives in the Western Indian Ocean, Persian Gulf and Red Sea region for the assistance extended to participants;

6 **REQUESTS** the IMO Secretariat to convey these expressions of appreciation to all appropriate authorities and inform IMO's Maritime Safety Committee, ICAO, ITU, WMO, IHO, Inmarsat, COSPAS-SARSAT and other international organizations of the outcome of the Conference.

V. ATLANTIC OCEAN

REPORT ON THE ATLANTIC OCEAN CONFERENCE ON MARITIME SEARCH AND RESCUE AND THE GMDSS

Lisbon, Portugal, 10 to 14 October 1994

GENERAL

1 Introduction

1.1 In pursuance of its responsibility as the depositary of the International Convention on Maritime Search and Rescue, 1979, the International Maritime Organization (IMO) convened an Atlantic Ocean Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) in Lisbon, Portugal, from 10 to 14 October 1994.

1.2 The Conference was organized in co-operation with the Government of Portugal and with financial support provided by the Governments of Canada, the Netherlands, Norway, Spain, the United Kingdom and the United States, the European Commission and the International Transport Workers' Federation.

1.3 Forty-two countries bordering the Atlantic Ocean were invited and thirty-five participated. The list of participants, lecturers and observers is contained in annex 1.

Opening Ceremony

1.4 The Conference was opened by His Excellency Mr. Fernando Nogueira, Minister of National Defence, in the presence of His Excellency Mr. Azevedo Soares, Minister of the Sea and the Secretary-General of the International Maritime Organization, Mr. William A. O'Neil.

1.5 In his opening address, His Excellency Mr. Fernando Nogueira welcomed the IMO Secretary-General, participants, observers and lecturers to Portugal and expressed his confidence that the Conference would succeed in its aim. He stressed the important role played by IMO in its multiple activities and that the Organization's effectiveness mostly depended on the solidarity and co-operation of its Members. He expressed sympathy for the sinking of the ferry "Estonia" with great loss of life.

The Minister mentioned next the importance of protecting the marine environment in order to sustain the various activities in which most of the States represented at the Conference were involved.

Speaking of the importance his Government attaches to IMO Conventions, particularly the Safety of Life at Sea and the Search and Rescue Conventions, the Minister informed the Conference that to improve the training and operational capability of those involved in carrying out SAR missions, the Government of Portugal adopted, on January 22, 1994, legislation creating a National Service for Search and Rescue at sea to co-ordinate all services related to rescue operations at sea in accidents involving ships or aircraft in the SRR/FIR area of Lisbon and St. Maria.

The Minister also spoke of other steps that the Portuguese Government was taking in the pursuance of IMO's aims, namely staff training in all aspects of maritime search and rescue in accordance with

IMO's recommendations, the implementation of GMDSS and the incorporation of the 1979 Search and Rescue Convention in the Portuguese national law.

The Minister concluded by greeting everyone attending the Conference and drew attention to Portugal's historical interest in maritime matters which reached its highest point during the period of the Portuguese Discoveries, and in such figures as Prince Henry the Navigator, the celebration of which was taking place during the year.

1.6 In his reply, the Secretary-General of IMO expressed, on behalf of IMO Member Governments and the participants, appreciation to the Government of Portugal for hosting and providing excellent facilities for the Conference and to the Governments and international organizations who financed it. He gave a brief account of IMO's activities to enhance safety at sea and protect the marine environment from pollution by ships and stressed that the adoption by IMO of the 1979 SAR Convention and the 1988 Amendments to the SOLAS Convention to introduce the GMDSS, both of which aim at further improving the search and rescue of persons in distress at sea, represented an important step in IMO's work in the area of safety at sea. He referred to the aims of the Conference, in particular the need to integrate into one, the provisional SAR plans already prepared for maritime SAR services and by so doing improving the response and assistance given to ships in distress in the Atlantic Ocean. The Conference would also provide an opportunity for countries in the region to co-ordinate the provision of GMDSS shore-based facilities upon which modern search and rescue depends.

Referring to the recent loss of the ferry Estonia and the bulk carriers which sank in the Atlantic Ocean earlier in the year, he paid tribute to the SAR authorities who conducted the relevant SAR operations. Mr. O'Neil stated that those and other casualties emphasized the importance of the Conference.

Mr. O'Neil observed that IMO had over the years conducted a number of sub-regional conferences, seminars and workshops on maritime search and rescue and expressed the hope that the lectures and workshop sessions envisaged to take place during the Conference would assist the participants in taking measures to enhance the maritime search and rescue capabilities of their countries. He urged participants to take advantage of the opportunity provided by the Conference to establish personal contacts with their counterparts in other countries bordering the Atlantic Ocean for the purpose of facilitating the conduct of SAR operations in the future.

CONFERENCE OBJECTIVES

2 The Conference aimed at enabling representatives from countries bordering the Atlantic Ocean to consider:

- integrating into one the provisional SAR plans already prepared for the maritime SAR areas into which the Atlantic Ocean has been divided, thus maximizing co-ordination and cost efficiency for SAR operations;
- providing coverage for areas in the Atlantic Ocean identified as lacking the necessary arrangements for SAR purposes;
- the adequacy of GMDSS shore-based facilities on both sides of the Atlantic Ocean with emphasis being placed on the western side of Africa; and
- training needs for SAR and the GMDSS and any other relevant issues.

3 ADMINISTRATION OF THE CONFERENCE

3.1 With funds provided by the Governments and international organizations referred to in paragraph 1.2 above, the Conference budget covered:

- .1 economy class return air fares and hotel accommodation for one participant from each developing country invited; and
- .2 expenditures on lecture papers, IMO conventions, manuals and other publications and other necessary materials relevant to the theme of the Conference supplied to the participants.

3.2 The Governments of Canada, France, Norway, Sweden, the United Kingdom and the United States as well as ICFTU, INMARSAT and COSPAS-SARSAT, covered all costs connected with the participation of their lecturers, while the International Lifeboat Federation/Royal National Lifeboat Institution (ILF/RNLI) covered the travel cost of their lecturer.

3.3 IMO planned and co-ordinated the Conference and arranged for the services of nine lecturers from six IMO Member Governments and three international organizations.

3.4 The Government of Portugal provided host country facilities, including conference facilities, office equipment and secretarial staff as well as local transportation.

4 ELECTION OF PRESIDENT AND VICE-PRESIDENT

The Conference unanimously elected Admiral Machado e Moura (Portugal) as President and Mr. J-C. Boukono (Congo) and Commander K. Mohammed (Trinidad and Tobago) as Vice-Presidents.

5 THE SEMINAR

5.1 The first part of the Conference consisted of a seminar whose programme (annex 2) consisted of 18 lectures which addressed the following subjects:

Presentation No.1

Purpose and intent of the Conference

5.2 The presenter, Mr. E.E. Mitropoulos (IMO), gave a brief summary of the Global Maritime SAR plan and described the basic features of the plan, its objectives and structure. He also described the structure and intent of the Lisbon Conference, which would, if successful, contribute to better implementation of the 1979 SAR Convention.

Presentation No.2

Provisions and intent of the 1979 SAR Convention

5.3 The lecturer, Mr. E.O. Agbakoba (IMO), presented the 1979 SAR Convention, its intent and provisions. He spoke of the purpose of the Convention, which is to assist Parties to discharge their obligations, under the SOLAS and UNCLOS Conventions, to provide adequate and efficient search and rescue services in their coastal waters and to organize these services so as to be integrated into a

global SAR Plan. He then described the essential elements of a good SAR organization, the types of information and operating plan that should be readily available to SAR personnel and the advantages of establishing a ship reporting system.

Presentation No.3

The GMDSS master plan of shore-based facilities: present status and requirements

5.4 Written by Mr. J.L. Thompson (IMO) and presented by Mr. G. Mapplebeck (IMO), the third presentation dealt with the GMDSS plan of shore-based facilities (the GMDSS Master Plan). The presenter briefly described the purpose of the plan as circulated to Member Governments currently under GMDSS/Circ.4 and introduced the layout and specific annexes of the documents. The presentation also highlighted specific regions where facilities were not yet established, such as the Central and Southern African continent, which presently lacked adequate Local User Terminal (LUT) coverage.

Presentation No.4

GMDSS matters

5.5 The fourth presentation, written by Mr. J. Rasmussen (Denmark) and presented in his absence by Commander A. Fuller (INMARSAT), dealt with several aspects of the GMDSS such as shore facilities, false alerts, GMDSS training and position updating and drew attention to problems being experienced in these areas and the actions being undertaken to resolve them.

Presentation No.5

Rescue Co-ordination Centres

5.6 Mr. D. Lemon (United States) presented the fifth paper on Rescue Co-ordination Centres (RCC) discussing RCC availability, distress alert routeing, identification of ships and false alerts. Mr. Lemon reiterated that false alerts are presently a major problem within the GMDSS and outlined some of the actions being undertaken internationally to eradicate the problem.

Presentation No.6

INMARSAT's role in the GMDSS and SAR operations

5.7 This lecture was presented by Commander A. Fuller (INMARSAT). He described the INMARSAT system, which comprises four operational satellites in geostationary orbits disposed in such a manner that coverage is provided for all oceans and seas between 70°N and 70°S. The system provides for ship-to-shore and shore-to-ship alerting through Coast Earth Stations and Ship Earth Stations, means of conducting SAR co-ordinating communications and for the broadcasting of MSI to ocean regions and coastal waters not covered by NAVTEX. It also provides a satellite EPIRB service using 1.6 Ghz.

Presentation No.7

Maritime Safety Information

5.8 The presenter, Mr. A. Fuller (INMARSAT), described how the concept of Maritime Safety Information (MSI) has been developed to bring together various sources of vital safety information into a combined news broadcast suitable for all ships in all principal waters of the world. IMO, in close co-operation with IHO and WMO, co-ordinates the information services necessary for such broadcast. In the GMDSS, MSI broadcasts are made through the NAVTEX, HF and INMARSAT SafetyNET systems and provide near continuous automated reception. Mr. Fuller stressed that individual countries did not require all the facilities but only required access to MSI providers and NAVAREA co-ordinators via telephone or telex, who would issue the MSI on their behalf.

Presentation No.8

COSPAS-SARSAT system

5.9 This lecture was delivered by Mr. C. Gal (COSPAS-SARSAT) who gave a detailed overview of the COSPAS-SARSAT system, including:

- the system description;
- alert data distribution;
- communication links and SAR points of contact; and
- 406 Mhz EPIRBs type approval, coding and registration.

Presentation No.9

GMDSS and maritime radio facilities in Africa

5.10 The ninth presentation was given by Mr. T. Overby (Norwegian Telecom). In his presentation Mr. Øverby summarized the use of sea areas A1, A2 and A3 and appropriate facilities in Europe. He then described the present status of GMDSS facilities in Africa, following this with future development of such facilities including the upgrading work presently being undertaken by the Telecommunications Development Bureau of the ITU along the Western coast of Africa.

Presentation No.10

GMDSS facilities in Europe

5.11 The tenth presentation, by Mr. A. Gravdal (Norway), summarized the requirements of the GMDSS. He also briefly described some of the problems being experienced on a practical level, in particular the problems of co-ordinating a search, sometimes at a considerable distance from the RCC which received the first alert, in another country's SAR area, whilst attempting to pass the co-ordination to the responsible authority.

Presentation No.11The implementation of GMDSS facilities in Canada

5.12 Presentation No.11 was written by Mr. M.H. Turner (Canada) and presented in his absence by Mr. H. Phillips (Canada). Mr. Phillips described the implementation of GMDSS facilities in Canada at present, including COSPAS-SARSAT and NAVTEX facilities and stressed the importance of the correct registration of satellite EPIRBs. A summary was also given of the facilities planned and about to be established, including HF DSC and INMARSAT-B. The presentation also briefly described the SAR training undertaken by the Canadian Coast Guard and the structure of the SAR organization in Canada.

Presentation No.12GMDSS facilities in North America

5.13 This presentation by Mr. D. Lemon (United States) described the status of United States GMDSS implementation including the legal requirements for United States ships, INMARSAT A, B and C establishment, HF NBDP, DSC and NAVTEX facilities. Mr. Lemon also advised the Conference of the withdrawal of Morse telegraphy watchkeeping and Morse broadcasting of MSI on 500 kHz as from August 1994. The presenter also described certain problems such as the implications of the loss of dedicated radio operators and the problems associated with false alerts in the GMDSS.

Presentation No.13AMVER and other ship reporting systems for SAR purposes

5.14 The presenter, Mr. D. Lemon (United States), briefly spoke of the value of ship reporting systems in maritime search and rescue. He described the AMVER system and the need for all ships to participate in the AMVER or any other existing ship reporting system, when at sea. He referred to chapter 6 of the 1979 SAR Convention as the legal basis for the establishment of ship reporting systems and stressed the voluntary nature, at present, of participation and that any information provided by ships is to be used to the extent it is required for the rescue of persons in distress at sea and for no other purpose. He informed the seminar that the information held in the AMVER system is provided on request to any national RCC for the purpose of search and rescue.

Presentation No.14The International Convention on Salvage 1989

5.15 This was presented by Mr. E.E. Mitropoulos (IMO) who described the basic features of the 1989 International Convention on Salvage and where it differed in substance to the present Convention dated 1910, particularly in the area of payment for salvage services rendered. The 1910 Convention is based on a "no cure - no pay" basis which offers little incentive to a salvor to undertake an operation which has only a slim chance of success and offers no compensation in respect of prevention of environmental damage. The 1989 Convention seeks to remedy these deficiencies by allowing for costs incurred by the salvor to be assessed by an independent arbitrator and awarded if considered reasonable.

Presentation No.15

SAR training and qualifications in the United States

5.16 Presented by Mr. D. Lemon (United States) this presentation described the types of training and qualifications for SAR personnel in the United States including Generic types of training, formal SAR training topics, exercises, qualification and certification and training suggestions.

Presentation No.16

European SAR training establishments

5.17 This was presented by Mr. I. Clarke (International Lifeboat Federation) and summarized the types of training for SAR personnel available in Europe from first aid and basic seamanship courses up to SAR co-ordination, management and planning. The presentation also detailed the various types of training facilities available, particularly in the United Kingdom.

Presentation No.17

Technical Co-operation in SAR and GMDSS

5.18 This was presented by Mr. J. Houston (United Kingdom) and described the training facilities and technical co-operation which is offered by the United Kingdom Coast Guard.

Presentation No.18

Portuguese SAR organization

5.19 The representatives of Portugal, in particular Capitão Tito R. Escobar Magalhaes, gave a brief description of the present Portuguese SAR organization and of the planned GMDSS facilities.

6 STATUS OF THE SAR CONVENTION AND THE GLOBAL SAR PLAN

6.1 The Conference reviewed the status of the 1979 SAR Convention and noted with concern that 15 years after its adoption, only 50 States had ratified the Convention.

6.2 The Conference noted information provided by the IMO Secretariat concerning SAR.2/Circular on Provisional search and rescue plans and SAR.3/Circular on Information on national search and rescue facilities and the need for early submission of the information required by MSC/Circ.327, for the development of a global search and rescue plan and by MSC/Circ.468/Rev.1, for the development of a Master Plan of shore-based facilities for the GMDSS.

6.3 During the seminar sessions:

- the importance of good co-ordination and access to adequate communication facilities rather than expensive investment in dedicated SAR equipment;

- the possibility of providing equally effective and efficient SAR services by pooling available resources in neighbouring countries, thus minimizing cost and the provision of other facilities, which might, otherwise, be needed; and
- the desirability of harmonized maritime and aeronautical SAR services,

were stressed.

6.4 Following an exchange of views and after the participants had provided information on their national SAR facilities, the Conference encouraged them, on their return home, to urge the appropriate authorities in their countries to consider acceding to the SAR Convention as early as possible (see also Conference resolution 1 (annex 7)).

7 GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

7.1 During the seminar sessions, the provisions of the 1988 amendments to the SOLAS Convention to introduce the GMDSS were explained. The different GMDSS sea areas and their essential supporting shore-based facilities were discussed. Other lectures covered the implementation dates of the various GMDSS provisions, ships' carriage requirements for different sea areas, the contents and use of the GMDSS Master Plan of shore-based facilities as well as amendments to the IMOSAR and MERSAR Manuals consequential to the introduction of the GMDSS.

7.2 The Conference urged participants to provide, as soon as possible, information, based on the format in MSC/Circ.468/Rev.1, on available GMDSS shore-based facilities in their countries for inclusion in the GMDSS Master Plan.

7.3 The Conference noted that Contracting Governments to the SOLAS Convention have to make a choice about the type of communication services they wish to provide for GMDSS ships. In almost every case, the littoral seas will be within Area A3 until the coastal State concerned decides to establish Area A1 (VHF with DSC facilities) or area A2 (MF with DSC facilities).

7.4 The Conference further noted that ships operating in GMDSS sea Area A3 may choose whether to fit HF DSC equipment or satellite communication (INMARSAT) equipment. As a result, countries wishing to provide search and rescue co-ordination facilities under the terms of the International Convention on Maritime Search and Rescue, 1979, should make arrangements to allow their RCC(s) to communicate with ships via both HF DSC and INMARSAT.

7.5 In this regard, the Conference considered that it was essential that countries understand that they do not need to individually establish domestic coast stations or Coast Earth Stations to meet the above obligation. In all cases, it would be sufficient to conclude an agreement with a telecommunications entity in another neighbouring country having the necessary facilities to communicate with the sea area in question.

7.6 In addition, the Conference emphasized that coastal States also have a clear responsibility to make arrangements for the promulgation of maritime safety information (SOLAS chapter V, regulation 2). In the same way, this responsibility can be discharged through co-operative agreement(s) with other States and the relevant NAVAREA Co-ordinator(s).

7.7 The Conference also noted that a large number of RCCs were not registered as Information Providers as required by annex 9 of the International SafetyNET Manual (IMO Publication 908) and recalled that any RCC which has not registered before the event, will have no means of alerting

GMDSS vessels in ocean areas. The Conference therefore request that this requirement be brought to the attention of the LSR Sub-Committee.

7.8 The Conference noted with appreciation the statement of the NAVAREA I Co-ordinator (United Kingdom) that their experience and expertise in the provision of MSI and the GMDSS was available to all nations represented at the Conference.

8 PROGRESS REPORTS ON NATIONAL DEVELOPMENT OF SAR ORGANIZATIONS - GMDSS ARRANGEMENTS AND FACILITIES - PROBLEMS AND NEEDS

8.1 To progress consideration of the provisional Atlantic Ocean SAR plan, the Conference appointed the following rapporteurs to co-ordinate work on specific items as identified in paragraph 8.2, for the following regional areas:

Cmdr. D.G. Eliot	(United Kingdom)	-	North Atlantic
Mr. L.D. Barchue Sr.	(Liberia)	-	Western Africa
Adm. E.L. Courthiade	(Argentina)	-	South Western Atlantic
Cmdr. K. Mohammed	(Trinidad and Tobago)	-	Eastern Caribbean

8.2 The rapporteurs co-ordinated work on the following items agreed by the Conference:

- Integration of the provisional sub-regional SAR plans into a single Atlantic SAR plan
- Compatibility with aeronautical SAR plans
- Bilateral agreements on limits of SAR regions and development of a final maritime SAR plan for the Atlantic Ocean region
- Co-operation between RCCs in:
 - SAR operations, combined training exercises
 - intercommunications, etc.
 - Manning of RCCs
- Other matters related to the Atlantic Ocean SAR plan
- Regional requirements for HF DSC communications
- LUT coverage
- Routeing of distress alerts
- Registration of RCCs for providing MSI
- Availability of ship identities
- Reducing false alerts.

8.3 Having received the reports of the rapporteurs, the Conference endorsed the outcome of the consideration of the matters specified in paragraph 8.2 as contained at annexes 3 to 6.

8.4 The Conference generally noted that, in relation to the North Atlantic region, co-ordination of SAR operations had been developed to a high degree; co-operation between nations for general communication, SAR operations and routeing of distress alerts purposes is usually satisfactory. It also noted with satisfaction that progress has been made on both sides of the Atlantic in formalizing

bilateral agreements. All nations are taking steps to reduce false alerts in the GMDSS, principally through education and training of seafarers and, in some cases, insistence on stricter EPIRB type approval parameters.

8.5 The Conference also noted with satisfaction that the countries in the Western South Atlantic had concluded, or were negotiating, bilateral agreements in relation to SAR and that co-operation and liaison in SAR operations was effective.

Coverage of central Atlantic Ocean area

8.6 The Conference noted that the Sub-Committee on Life-Saving, Search and Rescue (LSR) of IMO, at its twenty-fifth session (11 to 15 April 1994), identified areas not covered by Search and Rescue Regions (SRRs) in the provisional SAR plans of the Atlantic Ocean. The Maritime Safety Committee had already invited Governments, whose SRRs bordered such areas, to consider extending their areas of SAR responsibility to cover the identified areas. In response to that invitation, the Governments of Brazil and France indicated their intention to extend their areas of SAR responsibility to assist in covering the "hole" in the South-Western North Atlantic Ocean.

8.7 In relation to that area, the delegations of Brazil, France, Portugal, the United States and Venezuela agreed to extend their areas of SAR responsibility to cover the "hole", as detailed at annex 7.

8.8 The delegation of Portugal, recalling that Portugal already covers a large area in the central Atlantic Ocean, expressed concern in regard to assuming any increased responsibility through any extension of the Santa Maria SRR.

However, if other countries were not prepared to extend their area of coverage to fill the identified gap in the central Atlantic Ocean, Portugal would, in a spirit of co-operation and for the purpose of enabling the Conference to accomplish its objectives, accept responsibility for an area contained between the following points:

- (a) 22° 18'N 40° 00'W
- (b) 17° 00'N 40° 00'W
- (c) 17° 00'N 37° 30'W

provided:

- .1 the Conference recognized the difficulties and limitations of access to SAR facilities in the area; and
- .2 that, because the Santa Maria FIR and SRR are identical and problems arising therefrom are similar, any change in the SRR concerned should be accompanied by a corresponding change in the associated FIR.

8.9 The Conference noted with satisfaction that the agreed extended areas effectively covered the previous area not covered and expressed its appreciation to the Governments concerned.

8.10 The Conference, however, noted that the Government of Senegal was not represented at this Conference and had therefore not been consulted in regard to the extended areas.

8.11 The Conference accordingly instructed the Secretariat to formally contact the Government of Senegal inviting them to consider extending the Senegal area of responsibility westwards to 40° 00'W.

8.12 The Conference further noted with appreciation, however, that the Government of France would agree to undertake responsibility for the extended area to the present boundary of the Senegal area (i.e. 37° 30'W) if the Government of Senegal was unable to accept any further extension to its present area.

8.13 The Conference also agreed with a proposal by the delegation of France that, considering the proposed large extension of its SRR, France would await the formal agreement of all Governments involved prior to their final acceptance of the extended area. The Conference instructed the Secretariat to communicate this to the Governments concerned.

8.14 In addition, the Conference received with appreciation information provided by the delegation of Morocco of their acceptance of SAR responsibility for the area bounded by Spain (Canarias and Estrecho SRR) and Portugal (SRR Lisbon), contained between the following co-ordinates:

35° 50'N 05° 35'W
35° 58'N 07° 23'W
35° 58'N 12° 00'W
32° 15'N 14° 37'W
31° 37'N 16° 00'W (approx.)
31° 35'N 15° 10'W
30° 00'N 12° 30'W
27° 40'N 13° 10'W

8.15 The Conference noted that the extended areas, as referred to in the above paragraphs, were subject to confirmation by the Governments concerned and invited the Secretariat to seek such confirmation and inform the Organization's Member Governments and Parties to the 1979 SAR Convention accordingly, in time for circulation to the twenty-sixth session of the Sub-Committee on Life-Saving, Search and Rescue, scheduled to take place in March 1995.

9 PROVISIONAL ATLANTIC OCEAN SAR PLAN

9.1 The Conference being informed by the rapporteur of the North Atlantic Sub-region of the finalization of arrangements necessary for the completion of a sub-regional SAR plan therein expressed appreciation to the delegations involved in the relevant negotiations and urged others to do the same for the remaining parts of the Atlantic Ocean.

9.2 The Conference invited the delegations of countries in the South Western Atlantic Ocean to inform the Secretariat, in the light of progress made during the Conference, if a provisional SAR plan for their sub-region may be agreed.

10 OTHER SAR/GMDSS IMO ACTIVITIES

10.1 The Conference, being informed of two seminars/workshops on SAR and the GMDSS organized by IMO to take place in Varna, Bulgaria, from 24 to 28 October 1994 for Black Sea countries and in Toulon, France, in September 1995 for Mediterranean Sea countries, welcomed with appreciation the offer of the Government of Spain to host the follow-up Conference for both the above activities in Spain in 1996.

10.2 The Conference also noted that the Secretariat was consulting with Governments with respect to the holding of a regional Conference as a follow-up to the 1992 seminars/workshops in Sharjah, United Arab Emirates, and Mombasa, Kenya, for countries bordering the Western Indian Ocean.

Reporting systems

10.3 The Conference discussed ship reporting systems and agreed that the wider participation of ships in existing reporting systems would greatly enhance maritime safety, in general and maritime search and rescue, in particular.

10.4 The Conference noted that amendments adopted to chapter V of the 1974 SOLAS Convention in 1994 would, when they enter into force on 1 January 1996, make ship reporting in specific areas mandatory for certain classes of ships and that such reporting systems may supplement the existing reporting systems for SAR purposes, where required.

11 ADOPTION OF RESOLUTIONS

The Conference unanimously adopted resolutions on:

- * Adoption of the provisional maritime search and rescue (SAR) plan for the Atlantic Ocean region and acceptance and implementation of the International Convention on Maritime SAR, 1979 (Resolution 1 and annex 8);
- * Arrangements for the provision and co-ordination of search and rescue (SAR) services and co-operation between States (Resolution 2 and annex 9);
- * Global Maritime Distress and Safety System (GMDSS) (Resolution 3 and annex 10);
- * Technical co-operation in maritime search and rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) (Resolution 4 and annex 11);
- * Establishment of an International SAR Fund (Resolution 5 and annex 12); and
- * Expressions of appreciation (Resolution 6 and annex 13).

12 REPORT OF THE CONFERENCE

The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring Governments bordering the Atlantic Ocean and the Maritime Safety Committee and its subsidiary bodies concerned.

13 CLOSING CEREMONY

13.1 The Secretary-General of the Ministry of Defence, Dr. José Martins de Sá and the President of the Conference Admiral Machado e Moura presented certificates of attendance to participants and lecturers.

13.2 Mr. E.E. Mitropoulos reiterated IMO's appreciation to the Government and people of Portugal for hosting the Conference and for making the excellent facilities available for the purpose. He also thanked the lecturers for their excellent preparation and valuable contribution to the success

of the Conference. He congratulated the participants for their interest, co-operation and active participation throughout the Conference and workshop. In conclusion, he expressed the hope that the implementation of the Conference resolutions will make the Atlantic Ocean a safer sea to sail and a cleaner environment in which to operate.

13.3 The closing ceremony was performed by Dr. José Martins de Sá who congratulated IMO, the lecturers and the participants for a very successful Conference. He said that the Conference had been very informative and had provided his staff responsible for maritime SAR the opportunity to exchange views with their colleagues from other countries on various aspects of their duties. He looked forward to his Government co-operating with IMO in future on other matters within IMO's field of competence and wished success in the implementation of the Conference resolutions.

ANNEX 1**LIST OF PARTICIPANTS****DELEGATES****ANGOLA**

Captain J.A. da Costa
Luanda Port
Luanda
Angola

Mr.F. Mendoca da Silva
Chief Department of Maritime Safety
Av. Rainha Ginga 74 - 4o andar
Luanda
Angola

Tel. 394478/396478
Fax: 339 848

ARGENTINA

Rear Admiral E.L. Courthiade
Autoridad Nacional SAR Marítimo
Armada Argentina
Comodoro PY No. 2055
C.P. 1104 Buenos Aires
República Argentina

Tel. (.-54-1) 313 9553
Fax: (.-54-1) 313 2889

Minister N. Dumont
Embassy of Argentina
London

Captain D. Geraci
Maritime Adviser
Embassy of Argentina
London

Prefecto Mayor A. Irurita
Prefectura Naval Argentina
Jefe del Servicio de Comunicaciones
Av. Madero 235 - 9o
1106 Buenos Aires
Republica Argentina

Tel. (.-54-1) 314 5178
Fax: (.-54-1) 314 2876

Commander O. D. Cabral
Servicio SAR Marítimo
Armada Argentina
Comodoro PY No. 2055
C.P. 1104 - Buenos Aires
República Argentina

Tel. (.-54-1) 312 9553
312 0154
Fax: (.-54-1) 313 2889

BAHAMAS

Mr. A. Armbrister
Royal Bahamas Defence Force
Nassau
Bahamas

BARBADOS

Mr. M. Turton
2th Ave North Lowlands Dry
Friendship Terrace
St. Michael, Barbados

BENIN

Mr. A.N. Nounawon
Direction de la Marine Marchande
B.P. 1234 Cotonou
Benin

Tel. (229) 315845-314669
Fax: (229) 310978
Tlx: 5225-5230

BRAZIL

Commander E.A. Sobral Filho
Brazilian Navy Staff
SQS 202 Bloco "C" Apto 301
Brasília
Brazil

Tel. 312 - 1071/3
Fax: 312 - 1121/1384

Commander J. Avena Barbosa
Comand of Naval Operations
Rio de Janeiro
Brazil

Tel. 216 6743
Fax: 216 6747

Mr. L. Iootty de Paiva
Av. Sernambetiba, 3300
bl. 06 - ap. 1304
Barra da Tijuca
Rio de Janeiro
Brazil

CANADA

Mr. H.D. Phillips
Superintendent Operational Policies
Planning and Training
Canadian Coast Guard
Marine Communications and Traffic Services
344Rue Slater Street
Ottawa, Ontario
Canada

CAPE VERDE

Commander M.V.A. Silva
Secretary of State and
Assistant to the Minister
Ministerio das Infraestructuras e Transportes
Caixa Postal No. 211
Praia
Cape Verde

Tel. (238) 61 3744
(238) 61 5767
Fax:(238) 61 3913

Mr. J.C. Rocha Rodrigues Fortes
Director of Gabinet Secretary State
Ministerio das Infraestructuras e Transportes
Caixa Postal No. 211
Praia
Cape Verde

Tel. (238) 61 5767
Fax: (238) 61 3913

CONGO

Mr. J-C. Boukono
Chef du Service de la
Securite de la Navigation Maritime
DIGEMAR
B.P. 1107
Pointe Noire
Congo

Tel. (242) 94 2326
94 0107
Fax:(242) 94 4832
Tlx: 8278 KG

COTE D'IVOIRE

Mr. A.M. Sedji
Affaires Maritimes et Portuaires
B.P.V. 75
Abidjan
Cote d'Ivoire

Tel. (225) 21 52 53
(225) 22 16 30
Fax:(225) 21 53 17

DENMARK (Faeroe Islands)

Leutenant Commander C.A. Rasmussen
Island Commander Faroes
110 Torshavn
Denmark

EQUATORIAL GUINEA

Capitan de Corbeta
V. Eya Olomo
Capitan del Puerto
de Malabo
Malabo
Republic of Guinea Ecuatorial

Tel. 240 (9) 2669/2459
Fax: 240 (9) 3564 (24 hours)
Fax: 240 (9) 2210 (24 hours)

FRANCE

Mr. J-C. Leclair
Directeur-Adjoint
des Ports et de la Navigation Maritimes
France

Tel. 33-1-4081 7123
Fax: 33-1-4081 7132

Mr. J-L. Guibert
Chef de l'Organisme SECMAR a
la Mission Interministérielle de la Mer
France

Tel. 33-1-4437 1643
Fax: 33-1-4058 1050

Mr. J-M. Schindler
Conseiller Maritime
Representant permanent de
la France a l'OMI
London

Tel. 44-71-584 6149
Fax: 44-71-225 2676

Mr. F. Lacroze
Chef de la section "Informations et
ouviages nautiques"
de l'EPSHOM
Co-ordinateur de la zone NAVAREA II
member de CPRNW
France

Tel. 33-9822-1599
33-9822-1667
Fax: 33-9822-1432

GABON

Mr. A.R. Gnambault Kaka
Directeur des Gens de Mer,
de la Navigation et de la
Securite Maritimes
Ministere de la Marine Marchande
et de la Peche
B.P. 803
Libreville
Gabon

Tel. 241 - 73 02 67
241 - 73 32 07
241 - 73 32 10
Fax: 241 - 73 00 42

GAMBIA

Mr. A. Rahman Bah
Harbour Master
Gambia Ports Authority
P.O. Box 617
Banjul
Gambia

Tel. 229 940
227 266

GHANA

Mrs. F. Martey A.
Marine Radio Surveyor
Ministry of Transport and Communications
P.O. Box M. 38
Accra
Republic of Ghana

GUINEA, REPUBLIC OF

Mr. M. Amadou Sako
General Director
A. NA. M. BP: 534
Conakry
Republic of Guinea

Tel. 0024 44 40 29
Fax: 0024 44 40 29

ICELAND

Mr. Th. Thordarson
Head of Division
Directorate of Shipping
P.O. Box 7200
127 Reykjavik
Iceland

LIBERIA

Mr. L.D. Barchue, Sr.
Deputy Permanent Representative
to the International Maritime Organization
London House
26-40 Kensington High Street
London W8

Tel. 071 938 2222
Fax: 071 937 4464

Mr. S.T. Williams
Inspection Officer (Small Boat)
MSAR Co-ordinator
Bureau of Maritime Affairs
P.O. Box 10-9042
1000 Monrovia 10
Liberia

Tel. 224908/224604/224799
Fax: 226069
Tlx: 44513 MBM LI

MOROCCO

Mr. A. El Fadli
Ministere des Peches
Maritimes et de la Marine Marchande
Delegation Regionale des Affaires Maritimes de Safi
Av. Chakib Arsalan No. 91
Casablanca
Maroc

NAMIBIA

Mr J. Iitenge
Control Officer: Marine Pollution
Minty of Works, Transport
and Communication
Private Bag 12005, Ausspannplatz
Windhoek
Namibia

Tel. (061) 208 2060
208 2061
Fax: (061) 24 00 24

NIGERIA

Captain I. Ntiaidem
Federal Ministry of Transport
and Aviation
88 Marine Road
Apapa, Lagos
Nigeria

Tel. (01) 545 1944
(01) 545 1943

NORWAY

Mr. S. Isaksen
Norwegian Telecom
Head of Radio Inspection Services
Box 6701 St. Olavs pl
N-0130 Oslo
Norway

Tel. +47 22 77 82 20
Fax: +47 22 20 11 36
Tlx: 11206 TINSP N

Mr. O.R. Hafnor
Head of Division
Justiz og politidepartementet
Politiavdelingen
Portbox 8005 Dep.
0030 Oslo
Norway

Tel. +47 22 34 53 20
Fax: +47 22 34 27 26

Mr. S. Saeloer
Senior Executive Officer
Justis og politidepartementet
Politiavdelingen
Portbox 8005 Dep.
0030 Oslo
Norway

Tel. +47 22 34 53 58
Fax: +47 22 34 27 26

Mr. R. Johansen
Inspector
RCC Bodoe
P.B. 1016
8001 Bodoe
Norway

Tel. +47 755 21267
Fax: +47 755 24200
Tlx: 64293

Mr. T. Øverby
Senior Engineer
Norwegian Telecom
Maritime Radio Services
Box 6701
St. Olavs Pl.
0130 Oslo
Norway

Tel. +47 22 77 83 21
Fax: +47 22 20 11 36
Tlx: 11206

Mr. A. Gravdal
Inspector
RCC Stavanger
Sikringsbygget
N-4050 Sola
Norway

Tel. +47 51 646 001
Fax: +47 51 652 334
Tlx: 33163 RCCSN

PORTUGAL

Ministry of Defence:

Capitão de Mar e Guerra
Jaime Martins Montalvão e Silva
(Chief of delegation)

Capitão de Mar e Guerra
Carlos Manuel Silva Serrano

Capitão de Mar e Guerra
Alvaro Amado Bordalo Ventura

Capitão de Mar e Guerra
Fernando Alberto dos Santos Lourenço

Capitão de Fragata
Carlos Antonio Moura Costa Rodrigues

Tel. 351-1-3468961
(ext. 4638)
Fax: 351-1-3479591

Capitão Tenente
Manuel Pedrosa de Barros

Capitão Tenente
António Joaquim Ezequiel

Tel. 351-1-09625080
(Azores)

Capitão Tenente
António Dias Pinheiro
Instituto Hidrografico
Divisao of Navecacoe

Tel. 396 3165

Primeiro Tenente
António Manuel Palma

Tel. 351-1-276 3394

Tenente Coronel
Jorge Manuel Rocha Fernandes

Capitão Tito R. Escobar Magalhães

COFA - RCC Lisboa
Tel. 351-1-778 4895
Fax: 351-1-778 1180

Capitão Rui Alberto de Oliveira Sarmento

COFA - RCC Lisboa
Tel. 351-1-778 4895
Fax: 351-1-778 1180

Capitão Carlos Alberto Viegas Filipe

Ministry of Public Works, Transports
and Communications:

Comandante José Manuel Ilharco de Moura
ICP - Communications Institute of Portugal
Chairman of Portuguese GMDSS Committee

Tel. 351-1-435 3566
Fax: 351-1-435 3577

Eng. Luis A. da Silva
Comp. Portuguesa Radio Marconi
Marketing Manager of Maritime
Mobile Services

Tel. 351-1-790 7714
Fax: 351-1-795 5738

Ministry of the Sea:

Capitão de Mar e Guerra
Américo Camacho de Campos

Tel. 351-1-395 7866
Fax: 351-1-397 9794

Comandante João Manuel do Carmo Pedroso

Tel. 351-1-395 7866
Fax: 351-1-397 9794

Ministry of Foreign Affairs:

Dr. Manuela Ruivo
Dr. Filipa Ponces

SAO TOME AND PRINCIPE

Mr. D. Gomes Rodrigues
Direcção dos Transportes e Comunicações
Mesa - C.P. No. 130
Sao Tome
Sao Tome and Principe

SIERRA LEONE

Captain P.E.M. Kemokai
Director of Maritime Affairs/
Harbour Master
Sierra Leone Ports Authority
PMB 386
Cline Town
Freetown
Sierra Leone

Tel. 232-22-250033
Fax: 232-22-250616
Tlx: 3262 PORTMN SL

Commander A.B. Sesay
Commander, Sierra Leone Navy
Naval Unit R.S.L.M.F.
Government Wharf
Freetown
Sierra Leone

Tel. 232-22-231159
230250
222284

REP. OF SOUTH AFRICA

Captain W.R. Dernier
Chief Ship Surveyor
(Head of Maritime SAR Operations)
Department of Transport
P.O. Box 7025
Roggebaai 8012
South Africa

Tel. 021-216 170
Fax: 021-419 0730

Brigadier E.P. Kapp
Chief MRCC Cape Town
Officer Commanding
Southern Air Force Command Post
Private Bag X8
Tokai 7966
South Africa

Tel. 021-787 2446
Fax: 021-787 2337

SPAIN

Mr. R. Lobeto Lobo
Director General de Marina Mercante
Presidente: Sociedad Estatal de
Salvamento y Seguridad Maritima
Direccion General de la Marina Mercante
SASEMAR
Ministerio de Obras Públicas
Transportes y Medio Ambiente
Madrid
Spain

Tel. 580 1420 - 580 1423

Fax: 580 1424

Mr. J. Alvarez Díaz
Director General
Sociedad Estatal de
Salvamento y Seguridad Maritima
SASEMAR
Ministerio de Obras Públicas
Transportes y Medio Ambiente
Madrid, Spain

Tel. 516 6800 - 516 6804

Fax: 323 4222

Mr. J.M. Uribe Echaburu
Director de Operaciones Sociedad Estatal
de Salvamento y Seguridad Marítima
Ministerio de Obras Públicas
Transportes y Medio Ambiente
Madrid, Spain

Tel. 516 6824 - 580 1464

Fax: (1) 323 3711

Mr. B. Santaeugenia Bastáin
Director Formacion SASEMAR
Centro de Seguridad Marítima Integral
"Jovellanos"
Gijon (Asturias)
Spain

Tel. (8) 516 3004

Fax: (8) 516 0055

SWEDEN

Mr. U. Hallberg
National Administration of Shipping
and Navigation
S-60178 Norrköping
Sweden

TRINIDAD AND TOBAGO

Commander K. Mohammed
Trinidad and Tobago Coast Guard
Port-of-Spain
Republic of Trinidad and Tobago

Tel. (809) 634-4439/40

(809) 634-4377

Fax: (809) 637 2678

UNITED KINGDOM

Commander D.G. Eliot
HM Coastguard
South Western Regional Office
Imperial Building
Bar Road
Falmouth
Cornwall TR11 4NW
United Kingdom

Tel. 326-318013/5/7
Fax: 326-319 264

Mr. J. Houston
HM Coastguard
MRCC Falmouth
Pendennis Point
Castle Drive, Falmouth
Cornwall TR11 4W2
United Kingdom

Tel. 326-313 053
Fax: 326-319 342

Mr. C.J. Pink
Hydrographic Office
Maritime Safety Communications
United Kingdom

UNITED STATES

Mr. D. Lemon
Chief, SAR Co-ordination
United States Coast Guard (G-NRS)
Department of Transportation
2100 2nd Street, S.W.
Washington DC, 20593-001, United States

URUGUAY

Captain C.A. Giani Ferreri
Capitan de Navio
Comandante de las Fuerzas de Mar
Comando General de la Armada
Rambla 25 de Agosto de 1825 s/n
11000 Montevideo
Uruguay

Tel. 95 61 00
Fax: 96 13 89

VENEZUELA

Rear Admiral E. Martin Fossa
Commandante de Guardacostas
de la Armada de Venezuela
MRCC Venezuela
La Guaira
Venezuela

Tel. 0058 31 21019
Fax: 0058 31 21732

Captain F. Iztilarte Sanchez
Comandante de la Estacion Principal
de Guardacostas
"Zona Atlantica"
Guiria Edo Socre
Venezuela

Tel. 0058 94 81183
Fax: 0058 95 81183

OBSERVERS

EGYPT

Captain M.T. Elshawarby
Arab Maritime Transport Academy
Department of Navigation
Alexandria
Egypt

INTERNATIONAL HYDROGRAPHIC BUREAU

Rear Admiral G. Angrisano
Director
International Hydrographic Bureau
7, Avenue President J.F. Kennedy
MC 98011 Monaco Cedex
Principality of Monaco

Fax: 33-9325 2003

SAFETYNET CO-ORDINATING PANEL

Mr. R. Soluri
Chairman
IMO International SafetyNET Co-ordinating Panel
International Maritime Organization
4 Albert Embankment
London SE1 7SR
United Kingdom

Tel. (301) 227 5319
Fax: (301) 227 3773

INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

Captain G. Hicks (NUMAST)
International Transport Workers' Federation (ITF)
c/o Oceanic House
750-760 High Road
Leytonstone
London E11 3BB

Tel. 081-989-6677
Fax: 081-530-1015

LECTURERS AND PANEL CHAIRMEN

NORWAY

Mr. T. Øverby
Senior Engineer
Norwegian Telecom
Maritime Radio Services
Box 6701
St. Olavs Pl.
N-0130 Oslo

Tel. +47 22 77 83 21
Fax: +47 22 20 11 36
Tlx: 11206

Mr. A.H. Gravdal
RCC Stayanger
Sikringsbygget
N-4050 Sola

Tel. +47 51 646 001
Fax: +47 51 652 334
Tlx: 33163 RCCSN

SWEDEN

Mr. U. Hallberg
National Administration of Shipping
and Navigation
S-60178 Norrköping

UNITED KINGDOM

Commander D.G. Eliot
HM Coastguard
South Western Regional Office
Imperial Building
Bar Road
Falmouth
Cornwall TR11 4W2

INMARSAT

Commander A. Fuller
Maritime Safety Services Department
INMARSAT
99 City Road
London EC1Y 1AX
United Kingdom

Tel. +44 71 728 1465
Fax: +44 71 728 1614

COSPAS-SARSAT

Mr. C. Gal
CNES
18 Ave. Edonard Belin
31055 Toulouse
France

Tel. (33) 61 27 3246
Fax: (33) 61 28 1882

ILF/RNLI

Mr. C. Clark
Royal National Lifeboat Institution
West Quay Road
Poole, Dorset, BH15 1HZ
United Kingdom

IMO SECRETARIAT

Mr. W.A. O'Neil
Mr. E.E. Mitropoulos
Mr. E.O. Agbakoba

Mr. G. Mapplebeck

Mr. A. Garofalo
Ms J. Navarro

Secretary-General
Director, Maritime Safety Division
Senior Technical Officer, Navigation Section, Sub-Division
for Navigation and Cargoes, Maritime Safety Division
Senior Technical Officer, Navigation Section, Sub-Division
for Navigation and Cargoes, Maritime Safety Division
Chief, Conference Section, Conference Division
Principal Secretary, Navigation Section, Sub-Division for
Navigation and Cargoes, Maritime Safety Division

ANNEX 2

CONFERENCE PROGRAMME

MONDAY, 10 OCTOBER 1994**Purpose of Conference and basic matters****Presenter**

09.00 - 10.00	-	Registration	
10.00 - 11.00	-	Opening (Secretary-General and representative of the host Government)	
11.00 - 11.20	-	Coffee/tea break	
11.20 - 11.50	-	Purpose and intent of the Conference: identification of regional SAR and GMDSS problems, need for a regional SAR plan, co-operation and co-ordination of SAR activities, training, etc.	E.E. Mitropoulos (IMO) LIS/CONF.1

SAR matters

11.50 - 12.10	-	The International Convention on Maritime Search and Rescue, 1979: Present status and requirements	E.O. Agbakoba (IMO) LIS/CONF.2
12.10 - 12.30	-	The GMDSS plan of shore-based facilities: Present status and requirements	G. Mapplebeck (IMO) LIS/CONF.3
12.30 - 14.30	-	Lunch break	

GMDSS matters

14.30 - 14.50	-	GMDSS matters: need for Sea area A3 facilities and Local User Terminals (LUTs) in South West Africa, false alerts, training, etc.	A. Fuller (INMARSAT) LIS/CONF.4
14.50 - 15.10	-	Rescue Co-ordination Centres (RCCs): Distress alert routing, identification of ships, false alerts, 24 hour-availability of RCCs	D. Lemon (United States) LIS/CONF.5

15.10 - 15.40	-	INMARSAT (Sat Coms): Status of satellite services, MSI registration, methods of seeking and arranging association with Coast Earth Stations (CESs), cost system status, GEOSAR, false alerts, needs for LUT coverage, needs for MCCs. Promulgation of Maritime Safety Information (MSI)	A. Fuller (INMARSAT) LIS/CONF.6
15.40 - 16.00	-	COSPAS-SARSAT	C. Gal (COSPAS-SARSAT) LIS/CONF.8
16.00 - 16.20	-	Tea/coffee break	
16.20 - 16.40	-	GMDSS and maritime radio facilities in Africa	T. Øverby (Norway) LIS/CONF.9
16.40 - 16.55	-	GMDSS facilities in Europe	A. Gravdal (Norway) LIS/CONF.10
16.55 - 17.10	-	GMDSS facilities in Canada	H. Phillips (Canada) LIS/CONF.11
17.10 - 17.25	-	GMDSS facilities in Eastern Caribbean and South America	D. Lemon (United States) LIS/CONF.12
17.25 - 17.45	-	Portuguese SAR organization	(Portugal)
19.30 - 21.30	-	Reception hosted by the Secretary-General of the International Maritime Organization	

TUESDAY, 11 OCTOBER 1994

09.30 - 09.45	-	The International Convention on Salvage, 1989	E.E. Mitropoulos (IMO) LIS/CONF.14
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**Progress reports on national development of SAR organizations-
GMDSS arrangements and facilities: Problems and needs**

WESTERN AFRICA

- | | | |
|---------------|---|---|
| 09.45 - 11.00 | - | Brief reports by African countries represented |
| 11.00 - 11.20 | - | Coffee/tea break |
| 11.20 - 12.30 | - | Brief reports by African countries represented (continued) |
| 12.30 - 14.30 | - | Lunch break |
| 14.30 - 15.00 | - | Brief reports by African countries represented (continued) |
| 15.00 - 16.00 | - | Discussion of problems of African SAR organizations and GMDSS shore-based facilities |
| 16.00 - 16.30 | - | Tea/coffee break |
| 16.30 - 17.30 | - | Identification of African problems and related matters for panel discussions.
Establishment of African panel |

WEDNESDAY, 12 OCTOBER 1994

**Progress reports on national development of SAR organizations-
GMDSS arrangements and facilities: Problems and needs**

SOUTH WESTERN ATLANTIC AND EASTERN CARIBBEAN

- | | | |
|---------------|---|--|
| 09.30 - 11.00 | - | Brief reports by South American countries represented |
| 11.00 - 11.20 | - | Coffee/tea break |
| 11.20 - 12.30 | - | Areas of responsibility off NE South America, coverage of identified gaps and identification of other problems and means of resolving them and related matters for panel discussions |
| 12.30 - 14.30 | - | Lunch break |

- | | | | |
|---------------|---|--|---|
| 14.30 - 15.00 | - | Brief reports by Eastern Caribbean countries represented. Identification of relevant problems and means of resolving them and related matters for panel discussions. Establishment of South American and Eastern Caribbean panel | |
| 15.00 - 15.30 | - | North American SAR training establishments | D. Lemon
(United States)
LIS/CONF.15 |
| 15.30 - 16.00 | - | European training establishments | J. Houston
(United Kingdom)
LIS/CONF.16 |
| 16.00 - 16.20 | - | Tea/coffee break | |
| 16.20 - 16.50 | - | Other training establishments
(e.g. in Norway and the United Kingdom) | C. Clark
(ILF/RNLI)
LIS/CONF.17 |
| 16.50 - 17.30 | - | Discussion on training and other technical co-operation SAR and GMDSS needs in the Atlantic Ocean region | C. Clark
(ILF/RNLI)
LIS/CONF.18 |

THURSDAY, 13 OCTOBER 1994

- | | | | |
|---------------|---|--|--|
| 09.30 - 11.00 | - | Consideration of the provisional Atlantic Ocean SAR Plan: | |
| | - | Integration of the provisional sub-regional SAR plans into a single Atlantic SAR plan | |
| | - | Compatibility with aeronautical SAR plans | |
| | - | Bilateral agreements on limits of SAR regions and development of a final maritime SAR plan for the Atlantic Ocean region | |
| | - | Co-operation between RCCs in: | |
| | - | SAR operations, combined training exercises | |
| | - | intercommunications, etc. | |
| | - | Manning of RCCs | |
| | - | Other matters related to the Atlantic Ocean SAR plan | |

- 11.00 - 11.45 - Consideration of regional GMDSS matters:
- Regional requirements for HF DSC communications
- LUT coverage
- Routeing of distress alerts
- MSI communication registration of RCCs
- Availability of ship identities
- Reducing false alerts
- 11.45 - 12.15 - Tea/coffee break
- 12.15 - 13.00 - Any other business
- 13.00 - 14.30 - Lunch break
- 14.30 - 18.00 - Tour of Lisbon
- Evening Farewell dinner hosted by the Portuguese Government

FRIDAY, 14 OCTOBER 1994

- 10.00 - 11.00 - Introduction, consideration and adoption of Conference resolutions
- 11.00 - 11.20 - Coffee/tea break
- 11.20 - 12.30 - Introduction, consideration and adoption of draft report- Award of certificates of attendance - Closure of the Conference.

ANNEX 3

NORTH ATLANTIC OCEAN

Rapporteur: Commander D.G. Eliot RN (Retd) (United Kingdom)

The representative from the United Kingdom was elected rapporteur for the North Atlantic Ocean (area 1) to gather information from the countries concerned.

The summary tables show that in the North Atlantic Ocean co-ordination of SAR operations has been developed to a high degree: co-operation between nations for general communication, SAR operations and routing of distress alerts is usually very good. Progress is being made on both sides of the Atlantic with formalizing bilateral agreements. All nations are taking steps to reduce False Alerts in the GMDSS, principally by education of seafarers, ship inspectors and manufacturers and, in some cases, insistence on stricter EPIRB type approval parameters.

It should be noted that:

- .1 Belgium, the Republic of Ireland and the United Kingdom (Bermuda) were not represented at the Conference; therefore any information attributed to these countries and dependent territory requires verification.
- .2 Although the Faeroe Islands have a fully equipped RCC at Thorshavn they do not appear to have a formally designated SRR. The Atlantic nations agreed to refer the need or otherwise for a Faroes Is. SRR to the 1995 SAR Conference to be hosted by Spain.
- .3 The North Atlantic Ocean nations hold a biennial SAR Conference to make sure that a high level of co-ordination and knowledge of equipment, procedures and facilities is maintained. The following conferences have been held since 1985:

1985	Falmouth	United Kingdom
1987	Halifax	Canada
1989	Reykjavik	Iceland
1991	New York	United States
1993	Etel	France

Spain has offered to host the 1995 Conference.

- .4 As a result of the Reykjavik SAR Conference 1989 North Atlantic Ocean nations conduct a monthly communications test by telephone, telex and fax to verify national contact numbers. Each nation takes in turn to conduct the test under the aegis of RCC Halifax.
- .5 The availability to RCCs of ships identities, both for EPIRBs carried by ships and MMSI register, is variable and in many cases unsatisfactory. Since the need for rapid identification of vessels purporting to be in distress is crucial to the effective conduct of SAR operations it is incumbent on all nations to advise MMSI registration to the ITU so that up-to-date lists can be promulgated for the GMDSS. It was noted that the

Sub-Committees on Radiocommunications (COM) and on Life-Saving, Search and Rescue (LSR) have already recommended to the Maritime Safety Committee (MSC) that MMSI SAR Points of Contact (SPOC) lists be included in the GMDSS Master Plan. In the meantime United Kingdom (MRCC Falmouth) maintains an updated list of MMSI SPOCs for inclusion in the GMDSS Master Plan. This list is available on request to MRCC Falmouth.

ATLANTIC OCEAN SAR PLAN AND GMDSS MATTERS: REGION AREA 1

NAME OF COUNTRY	COMPATIBILITY MARITIME/ AERONAUTICAL SAR PLANS	MANNING OF RCCs				NOTES
		NAME (S)	HOURS OF WATCH KEPT	NO. OF REGULAR STAFF ON WATCH	NO. OF ASSISTANTS ON WATCH	
BELGIUM (1)		OSTENDE RADIO	24			(1) BELGIUM NOT REPRESENTED AT CONFERENCE
CANADA	100%	RCC HALIFAX	24	3	YES (NK)	
DENMARK (FAEROES) (2)	100%	MRCC THORSHAVN	24	3		(2) NO RECOGNISED FAEROES SRR
FRANCE	100%	CROSS ETEL	24	(3) 3		(3) WATCH AUGMENTED IMMEDIATELY IF REQUIRED
ICELAND	100%	MRCC REYKJAVIK	24	(3) 3		
IRELAND (4)	100%	MRCC DUBLIN	24			(4) IRELAND NOT REPRESENTED AT CONFERENCE
NORWAY	100%	MRCC BODO (NORTH) MRCC STAVANGER (SOUTH)	24	2+ 2+		
PORTUGAL (INC. AZORES)	100%	MRCC LISBON MRCC DELGADA	24	2+	2 BY DAY	
SPAIN	100%	MRCC MADRID	24	3+ 3+	2 BY DAY	
UNITED KINGDOM	100%	MRCC FALMOUTH	24	4	2	
UNITED KINGDOM (BERMUDA)	100%	RCC BERMUDA (5)	24	NK		(5) CO-LOCATED WITH BERMUDA RADIO
UNITED STATES	100%	RCC NEW YORK (6)	24	4		(6) AMVER INFO. AVAILABLE

BILATERAL AGREEMENTS

NAME OF COUNTRY	BELGIUM	CANADA	DENMARK (FAEROES)	FRANCE	ICELAND	IRELAND	NORWAY	PORTUGAL (INC. AZORES)	SPAIN	UK (INC. BERMUDA)	UNITED STATES
BELGIUM											
CANADA	NONE		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	IN FORCE BEING UPDATED
DENMARK (FAEROES)	NONE	NONE		NONE	AGREEMENT INTENDED 1995	NONE	AGREEMENT INTENDED 1995	NONE	NONE	NONE	NONE
FRANCE	MANCHEPLAN	NONE	NONE		NONE	NONE	NONE	NONE	INTENDED	MANCHEPLAN	NONE
ICELAND	NONE	NONE	AGREEMENT INTENDED	NONE		NONE	DRAFT: FINALISE 1995	NONE	NONE	NONE	NONE
IRELAND											
NORWAY	NONE	NONE	AGREEMENT INTENDED 1995	NONE	DRAFT: FINALISE 1995	NONE		NONE	NONE	DRAFT: FINALISE 1995	NONE
PORTUGAL (INC. AZORES)	NONE	NONE	NONE	NONE	NONE	NONE	NONE		INTENDED	NONE	NONE
SPAIN	NONE	NONE	NONE	INTENDED	NONE	NONE	NONE	INTENDED		DRAFT: FINALISE 1995	NONE
UK (INC. BERMUDA)	MANCHEPLAN	NONE	NONE	MANCHEDLAN	NONE	DRAFT: FINALISE 1995	DRAFT: FINALISE 1995	NONE	DRAFT: FINALISE 1995		NONE
UNITED STATES	NONE	IN FORCE BEING UP DATED	NONE	NONE BUT INTENDED	NONE	NONE	NONE	NONE BUT INTENDED	NONE	NONE BUT INTENDED	

SAR OPERATIONS

NAME OF COUNTRY	BELGIUM	CANADA	DENMARK (FAEROES)	FRANCE	ICELAND	IRELAND	NORWAY	PORTUGAL (INC AZORES)	SPAIN	UK (INC BERMUDA)	UNITED STATES
BELGIUM											
CANADA	NO OPERATIONS		NO OPERATIONS	NO OPERATIONS	OCCASIONAL	NO OPERATIONS	NO OPERATIONS	NO OPERATIONS	OCCASIONAL	VERY GOOD	VERY GOOD
DENMARK (FAEROES)	NO OPERATIONS	NO OPERATIONS		NO OPERATIONS	VERY GOOD	NO OPERATIONS	VERY GOOD	NO OPERATIONS	NO OPERATIONS	VERY GOOD	NO OPERATIONS
FRANCE	VERY GOOD	NO OPERATIONS	NO OPERATIONS		NO OPERATIONS	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	OCCASIONAL GOOD
ICELAND	NO OPERATIONS	OCCASIONAL	VERY GOOD	NO OPERATIONS		NO OPERATIONS	VERY GOOD	NO OPERATIONS	NO OPERATIONS	VERY GOOD	GOOD
IRELAND											
NORWAY	NO OPERATIONS	NO OPERATIONS	VERY GOOD	VERY GOOD	VERY GOOD	NO OPERATIONS		NO OPERATIONS	NO OPERATIONS	VERY GOOD	NO OPERATIONS
PORTUGAL (INC AZORES)	NO OPERATIONS	NO OPERATIONS	NO OPERATIONS	VERY GOOD	NO OPERATIONS	NO OPERATIONS	NO OPERATIONS		VERY GOOD	VERY GOOD	NO OPERATIONS
SPAIN	NO OPERATIONS	OCCASIONAL	NO OPERATIONS	VERY GOOD	NO OPERATIONS	OCCASIONAL	NO OPERATIONS	GOOD		VERY GOOD	OCCASIONAL
UK (INC BERMUDA)	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD		VERY GOOD
UNITED STATES	NO OPERATIONS	VERY GOOD	NO OPERATIONS	OCCASIONAL GOOD	GOOD	NO OPERATIONS	NO OPERATIONS	GOOD	OCCASIONAL	VERY GOOD	

EXERCISES

NAME OF COUNTRY	BELGIUM	CANADA	DENMARK (FAEROES)	FRANCE	ICELAND	IRELAND	NORWAY	PORTUGAL (INC AZORES)	SPAIN	UK (INC BERMUDA)	UNITED STATES
BELGIUM											
CANADA	NONE		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	PERIODICAL
DENMARK (FAEROES)	NONE	NONE		NONE	BRIGHT EYE (9)	NONE	BRIGHT EYE	NONE	NONE	BRIGHT EYE	NONE
FRANCE	MANCHEX (8)	NONE	NONE		NONE	NONE	NONE	NONE	OCCASIONAL	MANCHEX EDDYSTONE (7)	NONE
ICELAND	NONE	NONE	BRIGHT EYE	NONE		NONE	BRIGHT EYE	NONE	NONE	BRIGHT EYE	OCCASIONAL WITH US BASE KEFLAVIK
IRELAND											
NORWAY	BRIGHT EYE	NONE	BRIGHT EYE	NONE	BRIGHT EYE	NONE		NONE	NONE	BRIGHT EYE	NONE
PORTUGAL (INC AZORES)	NONE	NONE	NONE	NONE	NONE	NONE	NONE		INTENDED	NONE	NONE
SPAIN	NONE	NONE	NONE	OCCASIONAL	NONE	NONE	NONE	INTENDED		NONE	NONE
UK (INC BERMUDA)	MANCHEX	NONE	BRIGHT EYE	MANCHEX EDDYSTONE	BRIGHT EYE	NONE	BRIGHT EYE	NONE	NONE		NONE
UNITED STATES	NONE	PERIODICAL	NONE	NONE	OCCASIONAL	NONE	NONE	NONE	NONE	NONE	

(7) EDDYSTONE IS PERIODICAL UK NATIONAL FERRY DISASTER EXERCISE. EDDYSTONE 93 USED FRENCH FERRY

(8) MANCHEX ARE ANNUAL ANGLO-FRENCH LIVE OR COMMAND POST EXERCISES UNDER MANCHEPLAN

(9) BRIGHT EYE ARE ANNUAL NATO SAR EXERCISES, WITH CIVIL MARITIME INPUT IN NORTH SEA

INTER-COMMUNICATIONS

NAME OF COUNTRY	BELGIUM	CANADA	DENMARK (FAEROES)	FRANCE	ICELAND	IRELAND	NORWAY	PORTUGAL (INC AZORES)	SPAIN	UK (INC BERMUDA)	UNITED STATES
BELGIUM											
CANADA	NO CONTACT		NO CONTACT	NO CONTACT	NO CONTACT	NO CONTACT	OCCASIONAL	NO CONTACT	OCCASIONAL	VERY GOOD	VERY GOOD
DENMARK (FAEROES)	NO CONTACT	NO CONTACT		NO CONTACT	VERY GOOD	NO CONTACT	VERY GOOD	OCCASIONAL	NO CONTACT	VERY GOOD	NO CONTACT
FRANCE	VERY GOOD	NO CONTACT	NO CONTACT		NO CONTACT	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	PROFESSIONAL
ICELAND	NO CONTACT	NO CONTACT	VERY GOOD	NO CONTACT		NO CONTACT	VERY GOOD	NO CONTACT	NO CONTACT	VERY GOOD	GOOD
IRELAND											
NORWAY	OCCASIONAL	OCCASIONAL	VERY GOOD	VERY GOOD	VERY GOOD	NONE		OCCASIONAL	OCCASIONAL	VERY GOOD	VERY GOOD
PORTUGAL (INC AZORES)	NO CONTACT	NO CONTACT	OCCASIONAL GOOD	VERY GOOD	NO CONTACT	NO CONTACT	OCCASIONAL GOOD		VERY GOOD	VERY GOOD	GOOD
SPAIN	NO CONTACT	OCCASIONAL	NO CONTACT	VERY GOOD	NO CONTACT	GOOD	OCCASIONAL	VERY GOOD		VERY GOOD	OCCASIONAL
UK (INC BERMUDA)	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD		VERY GOOD
UNITED STATES	NO CONTACT	VERY GOOD	NO CONTACT	FAIR	GOOD	NO CONTACT	VERY GOOD	FAIR	OCCASIONAL	VERY GOD	

ROUTEING DISTRESS ALERTS

NAME OF COUNTRY	BELGIUM	CANADA	DENMARK (FAEROES)	FRANCE	ICELAND	IRELAND	NORWAY	PORTUGAL (INC AZORES)	SPAIN	UK (INC BERMUDA)	UNITED STATES
BELGIUM											
CANADA	NO CONTACT		NO CONTACT	NO CONTACT	NO CONTACT	NO CONTACT	VERY GOOD	NO CONTACT	GOOD	VERY GOOD	VERY GOOD
DENMARK (FAEROES)	NO CONTACT	NO CONTACT		NO CONTACT	VERY GOOD	NO CONTACT	VERY GOOD	NO CONTACT	NO CONTACT	VERY GOOD	NO CONTACT
FRANCE	VERY GOOD	NO CONTACT	NO CONTACT		NO CONTACT	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	GOOD
ICELAND	NO CONTACT	NO CONTACT	VERY GOOD	NO CONTACT		NO CONTACT	VERY GOOD	NO CONTACT	NO CONTACT	VERY GOOD	GOOD
IRELAND											
NORWAY	NO CONTACT	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	NO CONTACT		NO CONTACT	OCCASIONAL	VERY GOOD	VERY GOOD
PORTUGAL (INC AZORES)	NO CONTACT	NO CONTACT	NO CONTACT	VERY GOOD	NO CONTACT	NO CONTACT	NO CONTACT		VERY GOOD	VERY GOOD	GOOD
SPAIN	NO CONTACT	GOOD	NO CONTACT	VERY GOOD	NO CONTACT	GOOD	OCCASIONAL	VERY GOOD		VERY GOOD	OCCASIONAL
UK (INC BERMUDA)	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD		VERY GOOD
UNITED STATES	NO CONTACT	VERY GOOD	NO CONTACT	GOOD	NO CONTACT	NO CONTACT	NO CONTACT	GOOD	OCCASIONAL	VERY GOOD	

GMDSS MATTERS

NAME OF COUNTRY	REQUIREMENT FOR HF DSC COMMS	LUT COVERAGE	MSI COMMS: REGISTRATION RCCs	AVAILABILITY OF SHIP IDENTITIES	ACTION TO REDUCE FALSE ALERTS	NOTES
BELGIUM (11)						(11) BELGIUM WAS NOT REPRESENTED AT THE CONFERENCE. SOME INFORMATION REPORTED BY OTHER NATIONS WILL REQUIRE VERIFICATION
CANADA	UNDER CONSIDERATION	SATISFACTORY	NO	GOOD FOR EPIRB; INCOMPLETE FOR MMSI	EDUCATION OF SEAFARERS AND MANUFACTURERS AND SHIP INSPECTION SERVICES	
DENMARK (FAEROES)	NO REQUIREMENT	INTENTION TO INSTALL LUT	YES	GOOD	CO-OPERATION WITH NORWAY, ICELAND, RCC EDINBURGH. FEEDBACK TO SHIP OWNERS/MANUFACTURERS	
FRANCE	INTENDED: 1 UNIT TO BE TRIALED	SATISFACTORY	YES (12)	GOOD FOR EPIRB & MMSI	ESTABLISHED GOVERNMENT COMMISSION TO DISCUSS WITH MANUFACTURERS TO OVER COME EQUIPMENT DESIGN PROBLEMS	(12) RESPONSIBILITY OF FRENCH NAVAL HQ AT BREST (13) RESPONSIBILITY OF CROSS ETEL
ICELAND	INTENDED AFTER 1995	NO INTENTION TO INSTALL	NOT YET	GOOD FOR EPIRBs; INCOMPLETE FOR MMSI	BETTER EDUCATION FOR SEAFARERS STRICT RULES FOR EPIRB TYPE APPROVAL	
IRELAND (14)	INTENDED TWO UNITS UNDER TRIAL	SATISFACTORY	YES (19)	GOOD FOR EPIRB INCOMPLETE MMSI		(14) IRELAND WAS NOT REPRESENTED AT THE CONFERENCE.

GMDSS MATTERS

NAME OF COUNTRY	REQUIREMENT FOR HF DSC COMMS	LUT COVERAGE	MSI COMMS: REGISTRATION RCCs	AVAILABILITY OF SHIP IDENTITIES	ACTION TO REDUCE FALSE ALERTS	NOTES
NORWAY	TO BE DECIDED	SATISFACTORY	YES (15)	100% FOR NORWEGIAN FLAG VESSELS OTHERWISE INCOMPLETE	STATISTIC COMPILATION AND INFORMATION FEEDBACK TO SHIP COMPANIES AND MANUFACTURERS (16)	(15) RCCSTAVANGER AND BODO (16) RESPONSIBLE AGENCY NORWEGIAN TELECOM
PORTUGAL (INC. AZORES)	INTENTIONS PORTUGUESE MAINLAND AND AZORES IN 1996	NO REQUIREMENT (17)	NO	GOOD FOR PORTUGUESE FLAG SHIP; ALL OTHER INFO FROM FOREIGN RCCS	EDUCATION OF SEA FARERS	(17) ALL DATA FROM TOULOUSE
SPAIN	TO BE DECIDED	SATISFACTORY	NO	FOR EPIRB GOOD; FOR MMSI VERY GOOD	INSTALL EPIRB ACTIVITI ON RECEIVER IN SHIP BRIDGE. EDUCATION OF SEAFARERS AND MANUFACTURERS	
UNITED KINGDOM	NOT PLANNED	SATISFACTORY	YES (18)	GOOD FOR SELECTED STATES ONLY	IN HAND THROUGH NATIONAL INTERNATIONAL ACTION. MAJOR EFFORT TO RECORD FALSE ALARM DATA FOR IDENTIFICATION OF PROBLEMS,	(18) MRCC FALMOUTH
UK (BERMUDA)						
UNITED STATES	INTENDED TWO UNITS UNDER TRIAL	SATISFACTORY	YES (19)	GOOD FOR EPIRB INCOMPLETE FOR MMSI	WORKING WITH MANUFACTURERS INVESTIGATING CAUSES; STATISTICAL ANALYSIS PUBLIC RELATIONS	(19) RCC NEW YORK

* * *

ANNEX 4**WESTERN AFRICA**

Rapporteur: Mr L.D. Barchue, SR. (Liberia)

The representative from Liberia was elected rapporteur for the Western Africa region to gather information from the countries concerned.

The African countries bordering the Atlantic Ocean present at the Conference held discussions with a view to providing information with respect to their existing and future national arrangements and facilities which are necessary to meet their obligations under the 1974 SOLAS Convention, as amended, in particular regulation 15 of chapter V; as well as those obligations undertaken by Parties to the 1979 International Convention on Maritime Search and Rescue (Hamburg, 1979), as follows:

1 SAR Plan

.1 Designation of the competent authority and MRCC by National Maritime Administrations

Whilst most countries have a designated authority for dealing with maritime search and rescue matters, it was quite evident that the line of authority between that authority and the MRCC could be improved. The executing agency(s) of Governments for search and rescue activities, i.e. Army, Navy, Airforce or the Port Authority need to harmonize their plans of action for addressing search and rescue activities within their areas of responsibility and establish clear procedures which will eliminate inter-agency bureaucratic red tape. In this regard, national administrations should undertake to harmonize and combine the aeronautical SAR plan with that for maritime SAR. This will improve effectiveness and efficiency of the services provided, whilst at the same time reducing the overhead cost to governments.

.2 Hardware for executing SAR operations

There appear to be reasonable transport craft within the region, that are either government owned, i.e. military vessels and aircraft; as well as publicly owned craft, i.e. Port Authority vessels, that are listed for SAR operations and can be mobilized when needed.

Whilst air reconnaissance capability appears to be lacking in some areas, it may not be considered a major priority item at this time for providing a reasonable SAR service in the areas concerned, considering the availability of services provided by voluntary vessel reporting systems and the GMDSS communication capabilities within a framework of international co-operation which could specifically target vessels in the area of a reported incident. However, air reconnaissance should not be disregarded as it is the most efficient and quickest method of effecting a SAR mission.

.3 Communication equipment

There is in place limited communication equipment for co-ordinating SAR activities within defined areas. Most countries have in place VHF equipment which has been designated for SAR purposes.

Communication with and from RCCs located in the developed countries does not appear to be a problem, as most of the countries have excellent telephone links with the developed countries. However, it is paramount that the contact address, including telephone number(s) fax and telexes of the RCCs in the African region concerned are provided and 24 hours alert capability should be maintained.

It is recommended that personnel of RCCs in the developed countries where distress alerts are frequently received should undertake to establish and maintain the contact links with the RCCs in the African region. This would prove to be very useful in the unfortunate advent of a distress alert requiring the intervention of any of the African region RCCs.

A fundamental problem exists within the African region with regard to intercommunications between national RCCs within a defined SAR area, as well as between SAR areas RCCs. Therefore all efforts should be made to bridge this important communications disparity if SAR activities are to advance from its present apparently inactive status.

.4 SAR operations, combined training and exercises

The absence of bilateral agreements between neighbouring countries and SAR regions have hampered discussions on combined training and exercises.

Therefore there is an urgent need to promote bilateral agreements on SAR matters at the highest possible level of governments.

.5 The SAR authorities of Argentina, Uruguay, Brazil and South Africa wish it to be noted that they have agreed on the border of 10 W as a limit between and South American and Western Africa SAR areas and that these authorities will present to their respective Governments the need to conclude bilateral SAR agreements.

.6 South Africa will investigate its capabilities to co-ordinate SAR operations south of 60 S below its area of responsibility and to report back to IMO, Argentina and Australia as to whether or not it accepts co-ordination responsibility in this area.

.7 Manning of RCCs

Whilst most countries indicate the availability of 24 hours contact, there still is a need to reinforce the absolute necessity for the 24 hour vigilance if the Global SAR plan is to be effective.

2 REGIONAL GMDSS MATTERS

.1 Regional requirements for HF DSC communication

Whilst most countries do not have or intend to have such facilities, it is prudent that IMO undertakes a needs assessment, and focus on how such facilities will enhance SAR activities within defined SAR areas or between SAR regions. In this regard consideration should be given to paragraph 1.3 above.

.2 LUT Coverage

There is no LUT coverage in the wider region concerned. Therefore the recommendation in the preceding paragraph is equally applicable with particular regard to the COSPAS-SARSAT element.

.3 Routeing of distress alerts

The region relies, to a large extent, on the routeing of distress alerts from RCCs in the developed countries. Whilst this arrangement is satisfactory for the initial relay of the alert, depending of course on the 24 hours availability of the contact RCC in the area concerned, it is equally important that routeing of distress alerts between RCCs within the SAR area and SAR region to SAR area, as the case may be, should also be possible. In this respect, paragraph 1.3 is also relevant.

The African region concerned would like to express their thanks and appreciation to MRCC Falmouth for the valuable service it has provided to this region in relaying SAR information.

.4 MSI communication registration of RCCs

Pursuant to the discussion of this matter in plenary, all the countries of the region should undertake as a matter of urgency to register and provide MSI information.

.5 Availability of ship identities

Most countries appear to be confident of obtaining ship identities, it is paramount that this capability should be enhanced and extended to those with difficulties.

.6 Reducing false alerts

Most countries would undertake to investigate alerts to ascertain the validity of the said alert. However, this method is counterproductive as resources would have been expended to do so and perhaps rescue operation has already been undertaken.

Therefore, the current work underway at IMO to address this issue will be, perhaps, the most effective mechanism for addressing this costly problem.

ATLANTIC OCEAN SAR PLAN & GMDSS MATTERS: REGION WESTERN AFRICA

NAME OF COUNTRY	COMPATIBILITY MARITIME/ AERONAUTICAL SAR PLANS	MANNING OF RCCs				NOTES
		NAME (S)	HOURS OF WATCH KEPT	NO. OF REGULAR STAFF ON WATCH	NO. OF ASSISTANTS ON WATCH	
ANGOLA	-	-	-	-	-	
BENIN	100%	DIRECTION DE LA MARE ME MARCHANDE	8	2		24 HOURS WATCH PLANNED
CAPE VERDE	50%	HARBOURMASTER ST. VINCENT AIR TRAFFIC CONTROL SAL	8 24	1		MRCC ARCC
CONGO	100%	RCC NAVY	24	2		
COTE D'IVOIRE	25%	-	-	-	-	ARCC MRCC SAR PLAN
EQUATORIAL GUINEA	100%	CAPITANIA PUERTO	24	5	2	
GABON	70%	PORT LIBREVILLE AIRPORT	24	5	2	
GAMBIA	100%	PORT AUTHORITY				
GUINEA	UNDER CONSIDERATION	No	-	-	-	
LIBERIA	** CONSIDERATION IS BEING GIVEN TO REVITALIZE THE NATIONAL RCC WHICH WAS RESPONSIBLE FOR BOTH CO-ORDINATION OF AIR AND MARINE SAR					
MOROCCO	100%		24	2	4	
NAMIBIA	100%	WALVIS BAY NAMSAR	24	2		
SIERRA LEONE	-	PORTS AUTHORITY SLPA	24	3		
SOUTH AFRICA	100%	MRCC CAPE TOWN	24	3	2	7 RSCs 4 CRS
GHANA	65%*	PORTS AND HARBOUR AUTHORITIES TEMA TAKORADI	24	2/2		* NEW SAT EQUIPMENT WILL PROVIDE 100% WHEN INSTALLED
NIGERIA	100%	NSARA	24	5		

** MARITIME SAR CAN BE INITIATED THROUGH THE BUREAU OF MARITIME AFFAIRS, R,L

ATLANTIC OCEAN SAR PLAN AND GMDSS MATTERS: REGION WESTERN AFRICA

NAME OF COUNTRY	REQUIREMENT FOR HF DSC COMMS	LUT COVERAGE	MSI COMMS: REGISTRATION RCCS	AVAILABILITY OF SHIP IDENTITIES	ACTION TO REDUCE FALSE ALERTS	NOTES
ANGOLA	NO FACILITIES ARE CURRENTLY DESIGNATED OR IN USE					
BENIN	-	-	-	GOOD	INTERNATIONAL	
CAPE VERDE	NONE INTENDED	-	YES	GOOD	NONE	
CONGO	NONE - BUT UNDER CONSIDERATION	-	-	GOOD	-	NATIONAL COMMISSION IS REVIEWING SAR/GMDSS MATTERS
COTE D'IVOIRE	NONE - BUT UNDER CONSIDERATION	YES	-	GOOD	INTERNATIONAL	
EQUATORIAL GUINEA	-	-	-	GOOD	-	
GABON	-	-	YES	GOOD		
GAMBIA		-	-	GOOD	-	
GHANA	NONE INTENDED	-	-	GOOD	-	
GUINEA	NONE	-	-	GOOD	INTERNATIONAL	
LIBERIA	-	-	INTENDED	GOOD	EPIRB REGISTRATION	

CONTINUED../2 ATLANTIC OCEAN SAR PLAN AND GMDSS MATTERS: REGION WESTERN AFRICA

NAME OF COUNTRY	REQUIREMENT FOR HF DSC COMMS	LUT COVERAGE	MSI COMMS: REGISTRATION RCCS	AVAILABILITY OF SHIP IDENTITIES	ACTION TO REDUCE FALSE ALERTS	NOTES
LIBERIA	-	-	INTENDED	GOOD	EPIRB REGISTRATION	
MOROCCO	-	-	-	GOOD	INTERNATIONAL	
NAMIBIA		-	YES	GOOD	EPIRB REGISTRATION	
SIERRA LEONE	-	-	-	GOOD	-	
SOUTH AFRICA	IN OPERATION EARLY 1995	NONE INTENDED	INTENDED	GOOD	EPIRB REGISTRATION	PROCEDURE TO ESTABLISH VALIDITY OF DISTRESS - GOOD CONTACT WITH OTHER MRCCs
NIGERIA	INTENDED	INTENDED	INTENDED	GOOD	INTERNATIONAL	

INTERNATIONAL CO-OPERATION FOR: BILATERAL AGREEMENTS (B) SAR OPERATIONS EXERCISES (S), INTERCOMMUNICATIONS (I), ROUTEING DISTRESS ALERTS (R)

COUNTRY	ANGOLA	BENIN	CAMEROON	CAPE VERDE	CONGO	COTE D'IVOIRE	GABON	GAMBIA	EQUATORIAL GUINEA	GHANA	GUINEA	GUINEA BISSAU	LIBERIA	MOROCCO	NAMIBIA	MAURITANIA	NIGERIA	SAO TOME	SENEGAL	SIERRA LEONE	SOUTH AFRICA
ANGOLA								N	I	L											
BENIN																					
CAMEROON																					
CAPE VERDE																			S		
CONGO	I		I, B				I, B		I, B												
COTE D'IVOIRE		I	I		I					I			I	I			I	I	I	I	
GABON			S		S				S												
GAMBIA												I							B,S,E,I,R		
EQUATORIAL GUINEA			B,I,R		B		B														
GHANA						I															
GUINEA												N	I	L							
GUINEA BISSAU																					
LIBERIA						I															
MOROCCO								N	I	L											
NAMIBIA																					
MAURITANIA																					
NIGERIA																					
SAO TOME																					
SENEGAL																					
SIERRA LEONE											I		I								
SOUTH AFRICA															B,S,E,I,R						

ANNEX 5

SOUTH WESTERN ATLANTIC

Rapporteur: Rear Admiral E.L. Courthiade (Argentina)

The representative from Argentina was elected rapporteur for the South Western Atlantic Ocean to gather information from Brazil, Uruguay and Argentina.

The summary tables show the relationship between SAR operations from the countries concerned.

- 1 Joint statement by the Argentine and British Governments of 25 September 1991 (issued under the formula on sovereignty recorded in paragraph 2 of their Joint Statement of 19 October 1989).

Section II provides an agreed set of procedures to facilitate communication or co-ordination in relation to maritime and air SAR activities in the South West Atlantic between the Headquarters of the British Forces in the Falkland Islands (Islas Malvinas) and the Regional SAR Co-ordination Centres of the South West Atlantic Area: Ushuaia (MRCC) and Comodoro Rivadavia (ARCC).

- 2 Co-operation agreement on maritime SAR between the Brazilian and Uruguayan navies

The agreed common border between the Brazilian and Uruguayan SAR regions is the line defined by the following points:

- A - 34° 00'S 053° 00'W
- B - 35° 48'S 050° 10'W
- C - 34° 00'S 048° 27'W
- D - 34° 00'S 010° 00'W

Currently this agreement is under consideration for approval by the respective Governments. Upon approval the agreement will be sent to IMO for information and publication.

- 3 The SAR Authorities of Argentina, Uruguay, Brazil and South Africa wish it to be noted that they have agreed on the border of 10° West as a limit between their SAR areas and that these authorities will present to their respective Government the need to conclude bilateral SAR agreements.

South Africa will investigate its capabilities to co-ordinate SAR operations south of 60° south, below its area of SAR responsibilities, and report back to IMO, Argentina and Australia as to whether or not it accepts co-ordination responsibilities in this area.

SOUTH WEST ATLANTIC OCEAN REGION**ATLANTIC OCEAN SAR PLAN AND GMDSS MATTERS: REGION**

NAME OF COUNTRY	COMPATIBILITY MARITIME/ AERONAUTICAL SAR PLANS	MANNING OF RCCs				NOTES
		NAME (S)	HOURS OF WATCH KEPT	NO. OF REGULAR STAFF ON WATCH	NO. OF ASSISTANTS ON WATCH	
ARGENTINA	100%	RCC B. Aires	24	2	3	
		RCC P. Belgrano	24	1	3	
		RCC Ushuaia	24	1	3	
BRAZIL	100%	RCC R. de Janeiro	24	2	3	
		RCC Belen	24	1	2	
		RCC Natal	24	1	2	
		RCC Salvador	24	1	2	
		RCC Rio Grande	24	1	2	
URUGUAY	100%	RCC Montevideo	24	2	7	

SOUTH WEST ATLANTIC OCEAN

BILATERAL AGREEMENTS

NAME OF COUNTRY		ARGENTINA (1) (3)	BRAZIL (2) (3)	URUGUAY (2) (3)	---	---	---	---	---	---	---
ARGENTINA (1) (3)	---		NO	YES							
BRAZIL (2) (3)		NO		YES							
URUGUAY (2) (3)		YES	YES								

- (1) SEE SUPPORTING NOTE
 (2) SEE SUPPORTING NOTE
 (3) SEE SUPPORTING NOTE

**SOUTH WEST ATLANTIC OCEAN
SAR OPERATIONS**

NAME OF COUNTRY		ARGENTINA	BRAZIL	URUGUAY	---	---	---	---	---	---	---
ARGENTINA	---		NO	YES							
BRAZIL		NO		YES							
URUGUAY		YES	YES								

**SOUTH WEST ATLANTIC OCEAN
EXERCISES**

NAME OF COUNTRY		ARGENTINA	BRAZIL	URUGUAY	---	---	---	---	---	---	---
ARGENTINA	---		NO	YES							
BRAZIL		NO		YES							
URUGUAY		YES	YES								

SOUTH WEST ATLANTIC OCEAN
INTERCOMMUNICATIONS

NAME OF COUNTRY		ARGENTINA	BRAZIL	URUGUAY	---	---	---	---	---	---	---
ARGENTINA			VERY GOOD	VERY GOOD							
BRAZIL		VERY GOOD		VERY GOOD							
URUGUAY		VERY GOOD	VERY GOOD								

**SOUTH WEST ATLANTIC OCEAN
ROUTEING DISTRESS ALERTS**

NAME OF COUNTRY		ARGENTINA	BRAZIL	URUGUAY	---	---	---	---	---	---	---
ARGENTINA			YES	YES							
BRAZIL		YES		YES							
URUGUAY		YES	YES								

SOUTH WEST ATLANTIC OCEAN REGION - GMDSS MATTERS

NAME OF COUNTRY	REQUIREMENT FOR HFDSC COMMS	LUT COVERAGE	MSI COMMS: REGISTRATION RCCs	AVAILABILITY OF SHIP IDENTITIES	ACTION TO REDUCE FALSE ALERTS	NOTES
ARGENTINA	INTENDED TBD	INTENDED 1995 (2)	YES (4)	UNDER IMPLEMENTATION PROCESS	EDUCATION & TRAINING	(2) COSPAS SARSAT TERRAIN SEGMENT PROVIDER: 1 MCC & 2 LUT'S (4) MRCC BUENOS AIRES ONLY
BRAZIL	INTENDED DEC 1995 (1)	INTENDED DEC 1994 (3)	YES (5)	UNDER IMPLEMENTATION PROCESS	EDUCATION & TRAINING	(1) ONE STATION ON RIO DE JENEIRO (3) COSPAS SARSAT TERRAIN SEGMENT PROVIDER: 1 MCC & 2 LUT (5) MRCC RIO DE JENEIRO ONLY
URUGUAY	INTENDED	NO	YES (6)	UNDER IMPLEMENTATION PROCESS	EDUCATION & TRAINING	(6) MRCC MONTEVIDEO ONLY

* * *

ANNEX 6

EASTERN CARIBBEAN

Rapporteur: Commander K. Mohammed
(Trinidad and Tobago)

The representative from Trinidad and Tobago was elected rapporteur for the Eastern Caribbean area to gather information from the countries concerned.

In collating the information required, the rapporteur consulted with the representatives of Venezuela, France (representing the French Antilles and French Guiana) and Barbados. The information gathered is presented at Appendixes 1.1 - 1.5, 2, 3 in the following format:

- Appendix 1.1 - Co-operation through Bilateral Agreements
- Appendix 1.2 - Co-operation for SAR Operations
- Appendix 1.3 - Co-operation through Communications
- Appendix 1.4 - Co-operation through SAR Exercises
- Appendix 1.5 - Co-operation by Routeing Distress Alerts
- Appendix 2 - Compatibility of Maritime and Aeronautical SAR Plans/Manning of RCCs
- Appendix 3 - GMDSS Matters

Information on Suriname and Guyana could not be obtained since these countries were not represented at the Conference. Additionally, the Bahamas, not belonging to the Eastern Caribbean region, was not included in the data presented.

The responses given by Venezuela, France, Barbados and Trinidad and Tobago, as far as SAR is concerned, indicates that these countries' network is sufficiently well enough to suggest that the integration of sub-regional SAR plans into a single Atlantic SAR Plan should not present any significant problems.

As far as GMDSS matters are concerned, the low level of progress made towards technological advances are counteracted to a large extent by the level of support received from the United States Coast Guard and FMCC Toulouse with respect to the routeing of relevant information to the countries (RCCs) in the sub-region. It is to be noted however that Venezuela, Barbados and Trinidad and Tobago have expressed the intent of at least further exploring the possibility of acquiring the necessary hardware as far as their individual economic circumstances would permit.

Recommendations

In conclusion, the representatives for the Eastern Caribbean region made the following recommendations:

- that discussions be held between Guyana and Surinam to resolve the overlapping of SAR areas of responsibility;
- that a forum be provided for all countries in the region as well as countries bordering the region to formalize their arrangements for SAR; and
- that while SAR in each sub-region will continue to be handled by the respective RCCs, a presiding RCC for the region should be appointed by agreement of all countries concerned.

ATLANTIC OCEAN SAR PLAN & GMDSS REGION BILATERAL AGREEMENTS: EASTERN CARIBBEAN

NAME OF COUNTRY	VENEZUELA	FRANCE*	TRINIDAD & TOBAGO	BARBADOS	SURINAME	GUYANA			
VENEZUELA		NONE (UNDER CONSIDERATION)	NONE (SEE NOTE 1)	NONE	NONE	NONE			
FRANCE*	NONE		NONE	NONE	NONE	NONE			
TRINIDAD & TOBAGO	NONE (SEE NOTE 1)	NONE		NONE	NONE (SEE NOTE 2)	NONE			
BARBADOS	NONE	NONE	NONE (SEE NOTE 2)		NONE	NONE			
SURINAME	NONE	NONE	NONE	NONE		NOT VERIFIED	(COUNTRY NOT REPRESENTED AT CONFERENCE)		
GUYANA	NONE	NONE	NONE	NONE	NOT VERIFIED		(COUNTRY NOT REPRESENTED AT CONFERENCE)		

* INDICATES FRENCH ANTILLIES AND FRENCH GUIANA

NOTES

1. BOTH COUNTRIES HAVE EXCELLENT RELATIONS WITH EACH OTHER AND ALREADY HAVE IN PLACE BILATERAL AGREEMENTS IN PLACE FOR OIL POLLUTION PREVENTION AND AGREEMENT FOR SAR
2. BARBADOS OPERATES AS AN RSC UNDER TRINIDAD RCC IN AREA 11 UNDER THE PROVISIONAL MARITIME SAR PLAN FOR THE CARIBBEAN REGION

INTERNATIONAL CO-OPERATION FOR SAR OPERATIONS: EASTERN CARIBBEAN

NAME OF COUNTRY	VENEZUELA	FRANCE*	TRINIDAD & TOBAGO	BARBADOS	SURINAME	GUYANA				
VENEZUELA		YES	YES	NO	NO	NO				
FRANCE*	YES		YES	YES	NO	NO				
TRINIDAD & TOBAGO	YES	YES		YES	NO	OCCASIONALLY				
BARBADOS	NO	YES	YES		NO	NO				
SURINAME	NO	NO	NO	NO		NOT VERIFIED	(COUNTRY NOT REPRESENTED AT CONFERENCE)			
GUYANA	NO	NO	OCCASIONALLY	NO	NOT VERIFIED		(COUNTRY NOT REPRESENTED AT CONFERENCE)			

* INDICATES FRENCH ANTILLES AND FRENCH GUIANA

INTERNATIONAL CO-OPERATION FOR EXERCISES: EASTERN CARIBBEAN

NAME OF COUNTRY	VENEZUELA	FRANCE*	TRINIDAD & TOBAGO	BARBADOS	SURINAME	GUYANA			
VENEZUELA		YES (SEE NOTE 3)	YES (SEE NOTE 1)	NO	NO	NO			
FRANCE*	YES (SEE NOTE 3)		NO	NO	NO	NO			
TRINIDAD & TOBAGO	YES (SEE NOTE 1)	NO		YES (YES SEE NOTE 2)	NO	NO			
BARBADOS	NO	NO	YES		NO	NO			
SURINAME	NO	NO	NO	NO		NOT VERIFIED	(COUNTRY NOT REPRESENTED AT CONFERENCE)		
GUYANA	NO	NO	NO	NO	NOT VERIFIED		(COUNTRY NOT REPRESENTED AT CONFERENCE)		

* INDICATES FRENCH ANTILES AND FRENCH GUIANA

- NOTES**
1. VENEZUELA AND TRINIDAD & TOBAGO HAVE AN ANNUAL 1 WEEK TRAINING EXERCISE
 2. TRINIDAD & TOBAGO AND BARBADOS PARTICIPATE IN THE ANNUAL EXERCISE 'TRADEWINDS' UNDER USCG SUPERVISION
 3. SAR EXERCISES ARE CONDUCTED BETWEEN VENEZUELA AND FRANCE TWICE PER YEAR

INTERNATIONAL CO-OPERATION FOR INTERCOMMUNICATIONS: EASTERN CARIBBEAN

NAME OF COUNTRY	VENEZUELA	FRANCE*	TRINIDAD & TOBAGO	BARBADOS	SURINAME	GUYANA				
VENEZUELA		YES (SEE NOTE 2)	YES (SEE NOTE 1)	NO	YES (AS REQUIRED)	YES (AS REQUIRED)				
FRANCE*	YES (SEE NOTE 2)		YES	YES (AS REQUIRE)	NO	NO				
TRINIDAD & TOBAGO	YES (SEE NOTE 1)	YES		YES	NO	YES				
BARBADOS	NO	YES (AS REQUIRED)	YES							
SURINAME	YES (AS REQUIRED)	NO	NO	NO		NOT VERIFIED	(COUNTRY NOT REPRESENTED AT CONFERENCE)			
GUYANA	YES (AS REQUIRED)	NO	YES	NO	NOT VERIFIED		(COUNTRY NOT REPRESENTED AT CONFERENCE)			

* INDICATES FRENCH ANTILLES AND FRENCH GUIANA

NOTES

1. VENEZUELA AND TRINIDAD & TOBAGO HAVE ESTABLISHED REGULAR ROUTINE COMMUNICATIONS SCHEDULES
2. VENEZUELA AND FRENCH ANTILLES HAVE ESTABLISHED REGULAR ROUTINE COMMUNICATIONS SCHEDULES

INTERNATIONAL CO-OPERATION FOR ROUTEING DISTRESS ALERTS - EASTERN CARIBBEAN

NAME OF COUNTRY	VENEZUELA	FRANCE*	TRINIDAD & TOBAGO	BARBADOS	SURINAME	GUYANA				
VENEZUELA		YES	YES	NO	NO	NO				
FRANCE*	YES		YES	YES	NO	NO				
TRINIDAD & TOBAGO	YES	YES		YES	NO	OCCASIONALLY				
BARBADOS	NO	YES	YES		NO	NO				
SURINAME	YES	YES	NO	NO		NOT VERIFIED	(COUNTRY NOT REPRESENTED AT CONFERENCE)			
GUYANA	YES	YES	OCCASIONALLY	NO	NOT VERIFIED		(COUNTRY NOT REPRESENTED AT CONFERENCE)			

* INDICATES FRENCH ANTILLES AND FRENCH GUIANA

ATLANTIC OCEAN SAR PLAN & GMDSS MATTERS - EASTERN CARIBBEAN

NAME OF COUNTRY	COMPATIBILITY MARITIME/ AERONAUTICAL SAR PLANS	MANNING OF RCCs / RSCs				NOTES
		NAME (S)	HOURS OF WATCH KEPT	NO. OF REGULAR STAFF ON WATCH	NO. OF ASSISTANTS ON WATCH	
VENEZUELA	100%	RCC LA GUAIRA	24	5	3	
FRANCE*	100%	RCC COSMA FORT DE FRANCE	24	2	2	
TRINIDAD & TOBAGO	100%	RCC TRINIDAD	24	5	2	
BARBADOS	100%	RSC BRIDGETOWN	24	3	2	
SURINAME						NOT KNOWN
GUYANA						NOT KNOWN

* INDICATES FRENCH ANTILLES AND FRENCH GUIANA

ATLANTIC OCEAN SAR PLAN AND GMDSS MATTERS - EASTERN CARIBBEAN

NAME OF COUNTRY	REQUIREMENT FOR HFDSC COMMS	LUT COVERAGE	MSI COMMS: REGISTRATION RCCs	AVAILABILITY	ACTION TO REDUCE FALSE ALERTS	NOTES
VENEZUELA	IN PLACE AT LA GUAIRA	PLANNED FOR 1995	YES (AT LA GUAIRA)	NOT YET	TRAINING AND EDUCATION OF MARITIME COMMUNITY	
FRANCE*	NO IMMEDIATE PLANS	NONE (COVERAGE FROM USCG SAN JUAN AND FMCC TOULOUSE)	FOR FRENCH VESSELS ONLY	FOR FRENCH VESSELS ONLY	1. COLLABORATION WITH MANUFACTURERS 2. INSTITUTING LEGAL ACTION AGAINST OFFENDERS	
TRINIDAD & TOBAGO	UNDER CONSIDERATION	NONE (ADEQUATE COVERAGE FROM USCG SAN JUAN)	BEING CONSIDERED	NOT YET	TRAINING AND EDUCATION OF MARITIME COMMUNITY	
BARBADOS	NO IMMEDIATE PLANS	NO IMMEDIATE PLANS	BEING CONSIDERED	NONE	NONE TAKEN TO DATE DUE TO LOW INCIDENT RATE	
SURINAME						INFORMATION NOT AVAILABLE DUE TO COUNTRY'S ABSENCE FROM CONFERENCE
GUYANA						INFORMATION NOT AVAILABLE DUE TO COUNTRY'S ABSENCE FROM CONFERENCE

* * *

ANNEX 7

**EXTENDED AREAS OF SAR RESPONSIBILITY
AS AGREED BY THE CONFERENCE**

(to be confirmed)

- 1 BRAZIL - A line joining the following geographical positions:

04° 30'.5 N 51° 38'.2 W
08° 35' N 48° 00' W
10° 00' N 48° 00' W
10° 00' N 36° 00' W

- 2 FRANCE - A line joining the following geographical positions:

10° 00' N 40° 00' W
18° 00' N 40° 00' W
18° 00' N 48° 00' W
14° 10' N 48° 00' W
14° 10' N 56° 50' W
11° 17' N 56° 50' W
11° 17' N 54° 00' W
10° 00' N 54° 00' W

(Note: the area of responsibility of French Guiana is extended to 10° 00'N).

The following additional area has also been accepted by France subject to consideration by the Government of Senegal

10° 00' N 40° 00' W
10° 00' N 36° 00' W (approx.)
13° 30' N 37° 30' W
17° 00' N 37° 30' W
18° 00' N 37° 30' W

- 3 PORTUGAL - A line joining the following geographical positions:

22° 18' N 40° 00' W
17° 00' N 40° 00' W
17° 00' N 37° 30' W

4 UNITED STATES A line joining the following geographical positions:

18° 00' N 45° 00' W
18° 00' N 40° 00' W
22° 18' N 40° 00' W

5 VENEZUELA - A line joining the following geographical positions:

09° 54' N 56° 50' W
11° 17' N 56° 50' W
11° 17' N 54° 00' W
08° 40' N 54° 00' W
09° 00' N 55° 50' W
09° 15' N 55° 45' W

6 MOROCCO - A line joining the following geographical positions:

35° 50' N 05° 35' W
35° 58' N 07° 23' W
35° 58' N 12° 00' W
32° 15' N 14° 37' W
31° 37' N 16° 00' W (approx.)
31° 35' N 15° 10' W
30° 00' N 12° 30' W
27° 40' N 13° 10' W

ANNEX 8

RESOLUTIONS ADOPTED BY THE CONFERENCE

Resolution No. 1

ADOPTION OF THE PROVISIONAL MARITIME SEARCH AND RESCUE (SAR) PLAN FOR THE ATLANTIC OCEAN REGION AND ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON MARITIME SAR, 1979

The Atlantic Ocean Conference on Maritime SAR and the Global Maritime Distress and Safety System (GMDSS) held in Lisbon from 10 to 14 October 1994,

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to develop and promote search and rescue activities by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue region to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that, in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which an equivalently efficient and effective overall co-ordination of search and rescue services is provided in the region concerned,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto, which provides that the delimitation of search and rescue regions is not related to, and shall not prejudice, the delimitation of any boundary between States,

CONSCIOUS OF THE NEED to ensure that adequate salvage facilities are provided in the Atlantic Ocean region,

HAVING CONSIDERED the integrated provisional maritime search and rescue plan prepared by the Conference, which aims at:

- integrating into one the provisional SAR plans that have already been agreed for the maritime SAR areas into which the Atlantic Ocean has been divided, thus maximizing co-ordination and cost efficiency for SAR operations;
- providing coverage for areas in the Atlantic Ocean identified as lacking the necessary arrangements for SAR purposes.

1. ADOPTS the Provisional Maritime Search and Rescue Plan for the Atlantic Ocean region set out in the Annex to the present resolution;

2. INVITES all coastal States in the Atlantic Ocean region:
 - (a) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to augment the said Plan and to keep the information contained therein up-to-date;
 - (b) to consider ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979 at the earliest possible time if they are not yet parties to that Convention; and
 - (c) to also consider ratification of, or accession to, the International Convention on Salvage, 1989;
3. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the Atlantic Ocean Region inviting, in particular, those which did not attend the Conference to either approve and accept the delimitations recommended by the Conference for SAR purposes or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments thus agreed to the Secretary-General.

ANNEX TO RESOLUTION 1

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE ATLANTIC OCEAN REGION

INTRODUCTION

The Provisional Maritime Search and Rescue Plan for the Atlantic Ocean Region has been prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Atlantic Ocean Conference on Maritime Search and Rescue and the GMDSS, convened by the International Maritime Organization (IMO) and held in Lisbon in October 1994 and is subject to adoption by the States concerned.

When finalized, the Plan will consist of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available, including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations established at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated INMARSAT Coast Earth Stations (CES);
 - .2.5 Associated COSPAS/SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility for SAR purposes of countries in the region which did not attend and, without prejudice to the rights of those States, accepted the delineation of provisional areas of responsibility. The Conference invited the countries concerned to either approve and accept the limits recommended by the Conference or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this Annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area within a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub—centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Ultra long-range aircraft (ULR). Aircraft with a radius of action of 1500 n.m. plus 2.5 hours search time remaining.

Very long-range aircraft (VLR). Aircraft with a radius of action of 1,000 n.m. plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus half hour search time remaining.

Heavy helicopter (HEL-H). Helicopter with the capacity of evacuating more than 15 persons and an endurance of more than 3.5 hours.

Medium helicopter (HEL-M). Helicopter with the maximum capacity for evacuating from 6 to 15 persons and an endurance up to 3-3.5 hours.

Light helicopter (HEL-L). Helicopter with the maximum capacity of evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV^{*}). Long range seagoing craft.

Rescue boat (RB^{*}). Short range coastal/river craft.

Coast earth station (CES). An INMARSAT communication station on the surface of the earth.

1.1.2 Abbreviations

A/B	Answer back
ANVER	Automated Mutual-assistance Vessel Rescue system ^{**}
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
COSPAS-SARSAT	International satellite system for search and rescue
CRS	Coast radio station
ULR	Ultra long range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L.	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
IMOSAR	IMO Search and Rescue Manual
INMARSAT	International Maritime Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre Metres
m	Metres
NM	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat

* Speed should be inserted, e.g. "RV(10)".

** When indicated, it means that ship position information is available from the system.

RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single-side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft

ANNEX 9

Resolution No. 2

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE (SAR) SERVICES AND CO-OPERATION BETWEEN STATES

The Atlantic Ocean Conference on Maritime SAR and the Global Maritime Distress and Safety System (GMDSS),

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for the entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

1. URGES coastal States in the Atlantic Ocean region:
 - (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations in the region;
 - (b) to promptly relay to SAR services in regions other than the Atlantic Ocean of SAR information received by them on SAR incidents occurring in such other regions; and
 - (c) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States;
2. INVITES the attention of those States considering establishing such agreements or arrangements to the format of the example agreement set out in the Annex to the present resolution.

ANNEX TO RESOLUTION 2

EXAMPLE OF AN
AGREEMENT ON CO-OPERATION REGARDING MARITIME SEARCH
AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES1 Application

This Agreement applies to the co-operation between Maritime Administration “A” and Maritime Administration “B” in respect of maritime search and rescue services within the sea area

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Requests for the assistance or participation of the search and rescue organization of the other Party shall be made by Party “A” through Rescue Co-ordination Centre “X” (RCC “X”) to Rescue Co-ordination Centre “Y” (RCC “Y”) and by Party “B” through Rescue Co-ordination Centre “Y” (RCC “Y”) to Rescue Co-ordination Centre “X” (RCC “X”).

4 Co-ordination

Search and rescue operations within the rescue area of Maritime Administration “A” shall be co-ordinated by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration “A” and search and rescue operations within the rescue area of Maritime Administration “B” by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration “B”, if not otherwise agreed at the time of the distress incident.

Should the situation so require, the rescue co-ordination centres may agree on other forms of co-operation or distribution of the responsibility and work. The borderline between the rescue areas of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. A request for admission under the provisions of this Agreement shall be made to the Rescue Co-ordination Centre (RCC) of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall alternately arrange a maritime search and rescue exercise each year based on simulated incidents so as to train the search and rescue organizations of the Parties in working together (and with the aeronautical rescue organizations if separate.)

8 Meetings of representatives

Representatives of the authorities responsible for the maritime search and rescue organizations of the Parties shall meet as necessary and at least once a year to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language primarily used shall be

10 Operating costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendment

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This Agreement is established in a single copy in the and languages, both texts being equally authoritative.

ANNEX 10Resolution No. 3**GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

The Atlantic Ocean Conference on Maritime Search and Rescue and the GMDSS,

RECALLING Resolution 6 of the International Conference on Maritime Search and Rescue, 1979 which invited the International Maritime Organization (IMO) to develop a global maritime distress and safety system that would include telecommunication provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that IMO has developed a global maritime distress and safety system, by means of amendments to the International Convention for the Safety of Life at Sea, 1974, which entered into force on 1 February 1992 and uses satellite and terrestrial communication systems for distress and safety purposes including those for search and rescue,

CONSIDERING the need that shore-based facilities necessary for the wide and effective implementation of the GMDSS are provided world-wide and, in particular, in countries bordering vast sea areas such as the Atlantic Ocean,

1. URGES all coastal States in the Atlantic Ocean region to take account of the GMDSS in any national plans to improve maritime radiocommunications or their SAR organization and to communicate details of such plans to IMO;
2. INVITES the Secretary-General of IMO to bring this resolution to the attention of coastal States in the Atlantic Ocean region.

ANNEX 11

Resolution No. 4

**TECHNICAL CO-OPERATION IN MARITIME SEARCH AND RESCUE (SAR)
AND THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

The Atlantic Ocean Conference on Maritime SAR and the GMDSS,

HAVING ADOPTED the integrated Provisional Maritime Search and Rescue Plan for the Atlantic Ocean region set out in the Annex to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime SAR and GMDSS services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING Resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the Atlantic Ocean region do not yet possess all necessary search and rescue and GMDSS facilities and are in urgent need of appropriate training for their search and rescue personnel,

CONVINCED that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and Rescue Plan in the Atlantic Ocean region,

1. INVITES Governments Members of the International Maritime Organization (IMO) to make available their national maritime SAR training facilities for the training of search and rescue and GMDSS personnel of States in the Atlantic Ocean region and to sponsor fellowships for such training in consultation with the Organization;

2. INVITES the Secretary-General of IMO:

- (a) to seek ways and means to secure funds to assist Atlantic Ocean States which request technical assistance for the provision of maritime SAR and GMDSS equipment, facilities and/or training;

in particular:

- (b) to commission a study on the needed SAR and GMDSS facilities on the Western African coast and to seek ways and means to implement, in co-operation with the African States concerned and in consultation with ITU, the recommendations of such a study; and
- (c) to bring this resolution to the attention of all IMO Member Governments.

ANNEX 12**Resolution No. 5****ESTABLISHMENT OF AN INTERNATIONAL SAR FUND**

The Conference,

RECOGNIZING that Aeronautical and Maritime Search and Rescue services are not provided on a global basis in particular owing to lack of sufficient funds,

RECOGNIZING FURTHER that, since at this stage only 50 States have ratified the 1979 Maritime SAR Convention.

NOTING that steps have still to be taken to ensure a minimum global coverage of communication and co-ordination facilities,

BEING CONCERNED that, the relevant technical problems identified by the Conference should be solved before the date of the full implementation of the GMDSS 1 February 1999,

INVITES ICAO and IMO, in co-operation with the aviation and maritime communities and for the purpose of assisting countries to respond to their obligations under the SAR and SOLAS Convention to consider establishing a SAR fund with the objectives to:

- (a) establish and maintain an optimum number of operational RCCs;
- (b) establish and maintain an efficient global network for the distribution of distress alert data and SAR co-ordination communications;
- (c) establish and maintain databases for the operational support of GMDSS, if this is not done on a national basis; and
- (d) support the provision of other necessary resources for the effective implementation of the global SAR plan.

ANNEX 13

Resolution No. 6

EXPRESSIONS OF APPRECIATION

The Atlantic Ocean Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

NOTING the generous provision of financial support by the Governments of Canada, the Netherlands, Norway, Spain, the United Kingdom and the United States, the European Commission and the International Transport Workers' Federation and the excellent organizational arrangements made by the host State and the International Maritime Organization for the Conference,

- 1 EXPRESSES deep appreciation to the Government and people of Portugal for the welcome extended and kindness shown to all participants and for their generous hospitality and overall contribution to the success of the Conference;
- 2 EXPRESSES ALSO deep appreciation to the Governments of Canada, the Netherlands, Norway, Spain, the United Kingdom and the United States, the European Commission and the International Transport Workers' Federation for financially supporting the Conference;
- 3 CONVEYS its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly instructive Conference;
- 4 EXTENDS its sincere thanks to lecturers and Chairmen of the various sessions of the Conference for preparing and delivering excellent and very instructive lectures on their topics and their Governments and international organizations for making them available and to the rapporteurs for their contribution to the success of the Conference;
- 5 EXTENDS ALSO its sincere thanks to the UNDP Resident Representatives in the countries in the Atlantic Ocean Region littoral States for the assistance extended to participants;
- 6 REQUESTS the IMO Secretariat to convey this expression of appreciation to all appropriate authorities and inform IMO's Maritime Safety Committee, ICAO, ITU, WMO, IHO, INMARSAT, COSPAS-SARSAT and other international organizations concerned of the outcome of the Conference.

VI. BLACK SEA

REPORT ON THE ISTANBUL CONFERENCE ON MARITIME SEARCH AND RESCUE (SAR) AND THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS) IN THE BLACK SEA

(Istanbul, 30 October to 1 November 1996)

GENERAL

1 In pursuance of its responsibility as depositary of the International Convention on Maritime Search and Rescue, 1979 and in response to:

- .1 Resolution 8 on the promotion of technical co-operation, adopted by the International Conference on Maritime Search and Rescue, 1979; and
- .2 Resolution 1 on the convening of a regional Conference on maritime SAR, adopted by the 1994 Varna seminar and workshop on maritime SAR and the GMDSS,

the International Maritime Organization convened, with the financial support of the Government of Turkey, a Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) for countries in the Black Sea region. The Conference took place in Istanbul (Turkey) from 30 October to 1 November 1996.

2 The Conference was attended by delegations from the following countries:

BULGARIA
GEORGIA
ROMANIA
RUSSIAN FEDERATION
TURKEY
UKRAINE

and the following intergovernmental organization:

INTERNATIONAL HYDROGRAPHIC ORGANIZATION

Mr. J. Rasmussen (Denmark) and Mr. U. Hallberg (Sweden) attended the Conference in their capacity as Chairman and Vice-Chairman of the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR).

3 A list of participants who attended the Conference is given in annex 1.

4 With funds provided by the Government of Turkey, the Conference budget covered:

- .1 economy class return air fares and per diem for one Government-nominated participant from each of the countries in the region; and
- .2 expenditure on IMO conventions, manuals, publications relevant to the theme of the Conference and other necessary material supplied to participants.

5 IMO planned and supplied secretarial services for the Conference.

6 The Government of Turkey provided host country facilities, including meeting rooms, office equipment and supporting staff as well as local transportation.

CONFERENCE OBJECTIVES

7 The Conference was aimed at enabling representatives from countries bordering the Black Sea to consider:

- adopting a provisional maritime search and rescue plan for the Black Sea;
- the adequacy of GMDSS shore-based facilities in the region;
- identifying training needs for SAR and the GMDSS; and
- any other relevant issues.

OPENING OF THE CONFERENCE

8 The Conference was opened by Mr. Gurcan Dagdas, Minister of State for Maritime Affairs of Turkey who welcomed the participants and observers to Istanbul and spoke of the importance that his country attaches to maritime search and rescue. It was for this reason that Turkey ratified the 1979 SAR Convention and held a number of meetings with the Russian Federation between 1988 and 1990 on the co-ordination and promotion of co-operation between their search and rescue services. He praised IMO for organizing the 1994 Varna seminar and workshop on maritime search and rescue and expressed the hope that the present Conference would build on the achievements of the Varna seminar and workshop. He spoke of the willingness of Turkey to share its GMDSS and SAR capability with countries in the Black Sea for the improvement of SAR services in the region.

9 Replying, Mr. J.L. Thompson, Deputy Director, Maritime Safety Division, IMO, expressed on behalf of the Secretary-General appreciation to the Government of Turkey for hosting the Conference and providing the necessary facilities for the purpose. Mr. Thompson gave a brief account of IMO's activities to enhance safety at sea and protect the marine environment from pollution from ships and stressed that the adoption by IMO of the 1979 SAR Convention and the 1988 Amendments to the 1974 SOLAS Convention to introduce the GMDSS, both of which aim at further improving the search and rescue of persons in distress at sea, represent important steps in IMO's work in the area of safety at sea. He added that the Conference, which aimed at developing a Provisional SAR Plan for the Black Sea, in accordance with the 1979 SAR Convention, was vital in achieving the objectives of the respective IMO instruments (SAR and SOLAS). Mr. Thompson expressed the hope that the Conference would assist the countries in the region to enhance their maritime SAR capabilities and provide the officials responsible for maritime SAR services and GMDSS radiocommunications with information which, if diligently utilized, would contribute to the establishment of an adequate SAR infrastructure, which would ensure efficient SAR operations.

ELECTION OF PRESIDENT AND VICE-PRESIDENT

10 The Conference unanimously elected Mr. Selahattin Alpar (Turkey) as President and Captain Dandu Corneliu Pughiuc (Romania) as Vice-President.

ADOPTION OF THE AGENDA

11 The agenda adopted by the Conference is given in annex 2.

GENERAL INTRODUCTION TO THE AIMS AND OBJECTIVES OF THE CONFERENCE - REVIEW OF PROGRESS MADE SINCE THE VARNA SEMINAR AND WORKSHOP

12 The Conference noted that, pursuant to the 1994 Varna seminar and workshop which adopted resolution No. 1 inviting IMO to convene a follow-up Conference to enable representatives from the countries bordering the Black Sea to consider adopting a provisional SAR plan for the region, the present Conference was organized with financial support from the Government of Turkey. The Conference was to consider any other issues relevant to maritime SAR and the GMDSS.

REVIEW OF PROGRESS MADE TOWARDS RATIFICATION OF, OR ACCESSION TO, THE INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979

13 The Conference reviewed the status of the 1979 SAR Convention and noted with satisfaction that four of the countries in the region, had ratified the Convention. The delegations of Bulgaria and Romania informed the Conference that their Governments are in the process of ratifying the Convention.

14 The Conference noted information provided by the IMO Secretariat concerning SAR.2/Circular on Provisional SAR plans and SAR.3/Circular containing information on national SAR facilities and the need for early submission of the information required by MSC/Circ.308 (SAR Questionnaire), MSC/Circ.327 (for the development of a global SAR plan) and by MSC/Circ.684 (for the development of a Master Plan of shore-based facilities for the GMDSS).

15 The Conference also noted information provided by the IMO Secretariat concerning the status of the global SAR plan in relation to the Black Sea and welcomed the opportunity provided by the meeting for considering further the development of a provisional SAR plan for the Black Sea region. The Conference, recognizing the importance of the GMDSS in SAR operations, endorsed the need for the provision of adequate GMDSS shore-based facilities in the region.

16 The following were stressed in the general discussion of existing maritime SAR facilities and services in the region:

- the importance of good co-ordination and access to adequate communication facilities rather than expensive investment in dedicated SAR equipment;
- the possibility of providing effective and efficient SAR services by pooling available resources in neighbouring countries through bilateral and multilateral co-operation, thus minimizing cost; and
- the desirability of close co-operation between maritime and aeronautical SAR services.

17 The Conference noted information provided by participants (see annex 3) on their national SAR facilities including the location of their RCCs, areas of coverage, Single Points of Contact (SPOC), SAR Data Providers (SDP), personnel training, working arrangements and existing co-operation agreements. The Conference also noted that following a senior level meeting on airspace organization over the North Western part of the Black Sea (Paris, 7 to 8 October 1996) between Bulgaria, Romania and Ukraine agreement in principle has been reached by all the Black Sea States on revised flight information regions (FIRs) which would be subject to final approval and confirmation by them.

18 The Conference noted with appreciation the close co-operation established between ICAO and IMO with regard to the preparation of a joint aeronautical and maritime SAR Manual and other such matters and urged both Organizations to continue the work of harmonizing, as far as practicable, their SAR Manuals and other such matters.

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

19 Each delegation informed the Conference of the progress being made nationally to implement the shore-based facilities for the GMDSS and, in this regard, the Conference noted that:

- .1 Bulgaria expected to have in place GMDSS shore-based facilities for VHF, MF, DSC; and NAVTEX;
- .2 the Republic of Turkey has in place GMDSS shore-based facilities i.e. 2 Inmarsat LESs, 7 VHF/DSC stations, 1 MF/DSC, 1 HF/DSC and 4 NAVTEX stations. Turkey also expects to have 12 VHF/DSCs and 8 MF/DSCs not later than 31 December 1997. All information about these stations can be found in GMDSS/Circ.7 which was issued on 22 July 1996; and
- .3 Russian Federation expects to have 5 VHF/DSC stations and at least 1 MF/DSC station in place by the end of 1997.

More detailed information is given in annex 3.

20 Each delegation provided information, based on the format in MSC/Circ.684, on available GMDSS shore-based facilities in their countries, for inclusion in the GMDSS Master Plan. Delegations were invited to up-date this information and improve IMO should any amendments be needed.

21 The Conference noted that Contracting Governments to the SOLAS Convention have to make a choice about the type of communication services they wish to provide for GMDSS ships but noted that with co-operation among the States in the region, an area A2 (MF with DSC facilities) could be established to cover the whole of the Black Sea.

22 In this regard, the Conference noted that by co-ordinating the location of their shore-based facilities, the Black Sea can be converted to an A2 area at minimal cost to the individual countries.

23 In addition, the Conference emphasized that States have the responsibility to make arrangements for the promulgation of maritime safety information (SOLAS chapter V, regulation 2) and that, this responsibility can be discharged through co-operative agreement(s) with other States and the relevant NAVAREA Co-ordinator.

24 The representative of IHO stressed the importance of prompt and precise maritime safety information and the role the collection and dissemination of navigational warning plays in preventing accidents at sea. He also spoke of the importance of hydrographic and oceanographic services for the safety of navigation particularly in providing high quality and up to date navigational charts. He called for a review of NAVTEX services in the Black Sea with a view to improving the services further. He announced that a Mediterranean and Black Sea Hydrographic Conference would be held from 14 to 20 June 1997 in Istanbul under the chairmanship of the Spanish Hydrographer and offered to supply additional information regarding the Conference, if requested by Black Sea States^{*}

25 The Conference noted the matters that should be taken into account when providing shore-based facilities for the GMDSS, given in annex 4.

THE WORKSHOP

Delimitation of maritime search and rescue regions (SRRs)

26 The Conference noted that the sole purpose of the delimitation of SRRs undertaken by the Conference would be for ensuring and, where necessary, improving the provision of SAR services and distress communication and co-ordination in the region and that such delimitation is, in the context of paragraph 2.1.7 of the annex to the 1979 SAR Convention; subject to such alterations as may be deemed necessary in agreements between neighbouring States. The alterations referred to above are required, in due course, to be notified to the Secretary-General of IMO for inclusion in the regional SAR plan. However, the Conference acknowledged the need, for SAR and GMDSS purposes only, of a co-ordinated and well-defined SAR and GMDSS system, organization and infrastructure in the Black Sea.

27 The Conference noted that when undertaking the delimitation of national search and rescue regions (SRRs), the following principles or a combination of same may be applied:

- .1 harmonization, to the extent possible, of maritime search and rescue regions with those established for aeronautical purposes;
- .2 application, in the case of States with opposite or adjacent coasts, of the median line or equidistant from the nearest points of their coastlines;
- .3 the application of the relevant provisions of agreements foreseen between individual Governments;
- .4 size of the area of responsibility; density and pattern of maritime traffic; availability, distribution, readiness and mobility of facilities; reliability of the communications network, etc.; and

^{*} Address given in annex 1.

- .5 flight safety aspects if the aeronautical and maritime SRRs are not aligned.

28 The Conference also noted the following:

- .1 the delegation of Turkey was of the view that maritime SRRs are for different purposes than aeronautical FIRs and should not coincide. Turkey stated that FIRs are service regions for providing flight traffic information services and are not areas of responsibility and that this fact was expressed in ICAO regulations. The Turkish delegation distributed a draft multilateral agreement for the consideration of the participating States described in paragraph 30, below. The delegation of Turkey stressed that it is important to establish maritime SRRs in the Black Sea taking into consideration the need to:
- save human lives in the shortest possible time regardless of political considerations;
 - reach the location of the incident in the shortest possible time and from the nearest distance with sufficient equipment;
 - control the operation by means of efficient communication; and
 - protect the environment in the Black Sea recognizing meteorological conditions and lengths of coastline;
- .2 the delegation of Russian Federation stated that it is the policy of its Government to reach agreement on SRR on the basis of bilateral agreements. They were however ready to consider a multilateral agreement, depending on the contents of the proposed document, subject to consultations and subsequent approval of this approach by the relevant Government bodies of the Russian Federation;
- .3 the delegation of Bulgaria was of the opinion that maritime SRRs in the Black Sea should coincide with the FIRs and aeronautical SRRs in the Black Sea in line with the relevant recommendations of IMO and ICAO to achieve the provision of the most efficient and effective SAR services in and over the SRRs. The Bulgarian delegation also indicated that they could agree to the elaboration of a multilateral SAR agreement in the Black Sea;
- .4 the delegation of Georgia informed the Conference that its SAR areas had been agreed, in agreements among Soviet Republics and between the USSR and Turkey, over 15 years ago and had been published in IMO documents. The position of Georgia therefore remains unchanged with regard to SAR areas and they could accept a multilateral agreement; and
- .5 the delegation of Ukraine was of the opinion that SRRs and FIRs are for different purposes and that the question of harmonizing the SRRs and FIRs was a matter for decision by the Administrations concerned. The delegation supported developing a multilateral agreement between the Black Sea States for the purpose of implementing the 1979 SAR Convention and would welcome the opportunity to exchange views on the subject with neighbouring States.

29 The Conference agreed that further discussion was necessary between States before provisional SRRs could be adopted for the Black Sea and that this could best be achieved at

regional meetings, which should be held between Black Sea States in the near future, in order to prepare suitable input to the next IMO Regional SAR Conference for the Mediterranean and Black Sea, which is expected to be held in late 1997.

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

30 The Conference reviewed the example of an agreement on co-operation regarding maritime search and rescue services between neighbouring States adopted at the Varna seminar and workshop by resolution No. 3 and noted the revised Multilateral Agreement prepared by the Turkish delegation, given at annex 5, and agreed to consider this draft further at future meetings between Black Sea States. The Turkish delegation urged other participant delegations to express their views and provide contributions on the provisional draft agreement (annex 5) and to inform the Turkish Prime Ministry Undersecretariat for Maritime Affairs directly, or the Turkish Ministry of Foreign Affairs through Diplomatic channels of their views and contributions.

31 The Conference concurred on the necessity of adopting an agreement or agreements on SAR co-operation in the Black Sea as soon as possible in the near future. The Conference also noted that it would be highly desirable to conclude this work before the next IMO regional SAR Conference for the Mediterranean and Black Sea regions in 1997.

TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION AND 1988 SOLAS AMENDMENTS

32 The Conference took note of the information provided by the IMO Secretariat on the Technical Co-operation Programme of IMO and prepared resolution No.2 on Technical Assistance for search and rescue training and facilities.

ADOPTION OF RESOLUTIONS

33 The Conference unanimously adopted the resolutions, given in annex 6 on:

- * Arrangements for the provision and co-ordination of search and rescue (SAR) services and co-operation between States (Resolution 1);
- * Technical assistance for search and rescue training and facilities (Resolution 2); and
- * Expressions of appreciation (Resolution 3).

34 The Conference expressed its appreciation for a visit to the coast station at Yesilköy, Istanbul for inspection of the communications facilities available at the station. There was general agreement that it was a most modern and well equipped station and meets the radiocommunication needs of all shipping in the Mediterranean and Black Seas.

REPORT OF THE CONFERENCE

35 The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all Black Sea Governments and the IMO Maritime Safety Committee and its appropriate subsidiary bodies.

CLOSING CEREMONY

36 Following the presentation of certificates of attendance to participants and observers, Mr. J.L. Thompson reiterated IMO's appreciation to the Government and people of Turkey for hosting the Conference and for making excellent facilities available for the purpose. He congratulated the participants for their interest, co-operation and active participation throughout the Conference. In conclusion he expressed the hope that the work of the Conference would make the Black Sea a safer sea to sail and cleaner area in which to operate.

37 Prof. I. Resat Ozkan, Under-Secretary, Prime Ministry-Undersecretariat for Maritime Affairs replying on behalf of the Government of Turkey expressed his satisfaction that the Conference was able to take positive steps in terms of co-operation between the Black Sea States on maritime SAR and the GMDSS and hoped that other regions of the world would follow this example. He praised the work done at the Varna seminar and workshop which laid the foundation for the achievements of the present Conference and reiterated the willingness of Turkey to use its SAR and GMDSS capability for the improvement of SAR services in the Black Sea as a whole.

ANNEX 1**LIST OF PARTICIPANTS****BULGARIA**

Mr. Aliocha Ivanov NEDELTCHEV
Head of International Law Department
Ministry of Foreign Affairs
2, Alexandar Jendov Str.
Sofia

Phone: (3592) 73 78 05
Fax: (3592) 73 12 16

Mr. G. PETROV
S. Superintendent SEP & QA Manager NMB
NAVIBULGAR
Varna

Phone: (359) 52 602986
Fax: (359) 52 603409

GEORGIA

Mr. Valerian Georgievich IMNAISHVILI
Head of Legal and Foreign Affairs
Division of Marine Department
Ministry of Transport of Georgia
60, Gogebashvili Str.
Batumi 384517

Phone: 995 222 7 39 01
Fax: 995 222 7 62 02

Mr. Parmen Georgievich KHVEDELIDZE
Safety of Navigation
Division of Marine Department
Ministry of Transport of Georgia
60, Gogebashvili Str.
Batumi 384517

Phone: 995 222 7 39 01
Fax: 873 140 5477

Mr. Konstantine KORKELIA
3rd Secretary of International Law Department
Ministry of Foreign Affairs
4, Chitadze Str.
Tbilisi 380018

Phone: (8832) 98 93 77
Fax: (8832) 99 72 49

ROMANIA

Mr. Dandu Corneliu PUGHIUC
(Vice President of Conference)
Chief Inspector of the Romanian Inspectorate of Civil Navigation
Ministry of Transport
38 Dinicu Golescu
Bucharest

Phone: 0040/16141506
Fax: 0040/13122528

ROMANIA (continued)

Mr. Jorj UNCIULEANU
Chief of the Constantza harbor master
Elibersrit Street No. 11A, Bl.1v 38, Sc. B. Ap.14
Constantza

Phone/Fax: 0040/41616431

Mr. Victor Teodor BADEA
Observer
Romanian Register of Shipping
38, Dinicu Golescu Blvd., Sector 1
Bucharest

Phone: 401 222 3768/222 3770
Fax: 401 312 1097

RUSSIAN FEDERATION

Mr. Anatoli Petzovich RIAKHOVSKI
Deputy Head of the State Maritime Rescue
Co-ordination Centre
1/4 yu. Rozhdestvenka
Moscow 103759

Phone: 926 10 55
Fax: 926 10 52

Mr. Leonid MANJOSIN
Consul General
Consulate General of the Russian Federation
in Istanbul

Phone: 244 26 10
Fax: 295 23 58

Mr. Dmitri GONTCHAR
3rd Secretary
Ministry of Foreign Affairs
Moscow

Phone: 7-095 241 28 25
Fax: 7-095 241 11 66

Mr. Vladimir EFREMOV
Head of Department

Fax: 095 921 0874

Mr. Onishchenko ALEXANDER

Fax: 095 921 0874

Mr. Boris DOLMATOV
Harbour Master
Russia Maritime Administration of Novorossisk

Phone: 6-25-16
Fax: 5-46-44

TURKEY

Mr. Cezmi ORKUN
Director of Maritime Transport
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 75 37
Fax: 90-312-212 94 13

Mr. Selahattin ALPAR
(President of Conference)
Deputy General Director
Ministry of Foreign Affairs

Phone: 90-312-287 15 68
Fax: 90-312-285 36 98

Mr. Mehmet HATIP
Deputy Director of Maritime Transport
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 49 83
Fax: 90-312-212 94 13

Mrs. Bahtiyar SÜER
Advisor of the Minister

Phone: 90-312-212 71 16
Fax: 90-312-212 45 33

Mr. Sancay VARLI
Advisor of the Minister

Phone: 90-312-212 71 16
Fax: 90-312-212 45 33

Mrs. Çigdem SAV
Advisor of the Undersecretary
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 75 84
Fax: 90-312-212 82 78

Mr. Taskin CILLI
Director of Istanbul Region
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-212-252 49 68
Fax: 90-212-293 42 97

Mr. Ismail Sefa ER
Istanbul Harbour Master
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-212-249 21 97
Fax: 90-212-252 49 69

Mrs. Saniye ONUR
Acting Head of Foreign Affairs Relations Department
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 87 90
Fax: 90-312-212 54 79

Mr. Ragip VARAN
Plan and Policy Department
Chief of the Treaty and Standardization Division
Turkish Navy Force

Phone: 90-312-417 62 57
Fax: 90-312-417 30 65

Mr. Murat AKINCI
SAR Officer
Operations Division
TGS

Phone: 90-312-402 16 40
Fax: 90-312-417 76 14

Mr. Cihad ERGINAY
Second Secretary
Ministry of Foreign Affairs

Phone: 90-312-286 61 23
Fax: 90-312-285 36 98

TURKEY (continued)

Mr. Atilla UZUNER
Operational Department
Search and Rescue Officer
Turkish Navy Force

Phone: 90-312-417 62 50

Mr. Önder DERICI
Division of Operations SAR Officer
TUAF

Phone: 90-312-417 21 50/33 32
Fax: 90-312-425 44 29

Mr. Sinan YILMAZ
Director of the Search and Rescue Department
Turkish Coast Guard

Phone: 90-312-417 50 50
Fax: 90-312-425 00 36

Mr. Çetin KOÇBAS
Radio Expert
Ministry of Transportation
General Directorate of Radiocommunication

Phone: 90-312-212 60 10
Fax: 90-312-212 32 26

Mr. Tayfun ACARER
Türk Telekom A.S.

Phone: 90-212-579 77 76
Fax: 90-212-573 53 11

Mr. Hadi ARIKAN
Türk Telekom A.S.

Phone: 90-312-313 12 22
Fax: 90-312-313 12 96

Mr. Nejat ÖNDÜÇ
Expert
Turkish General Staff
MAS Section of Agreements Department

Phone: 90-312-402 14 26
Fax: 90-312-417 76 14

Mr. R. AÇIKGÖZ
Ship Inspector
Directorate of Istanbul Region
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-212-249 21 97
Fax: 90-212- 293 42 97

Mr. F. Kubilay YAZAN
Marine Engineer
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 87 90
Fax: 90-312-212 54 79

Mr. Levent KÖLETELİ
Marine Engineer
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 80 61
Fax: 90-312-212 84 53

Ms. Basak AYSAI
City and Regional Planner
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 80 61
Fax: 90-312-212 84 53

Mr. Ahmet Necati MACAROĞLU
Expert
Prime Ministry-Undersecretariat for Maritime Affairs

Phone: 90-312-212 87 90
Fax: 90-312-212 54 79

UKRAINE

Mr. Vitoly KARPOV
Head of Maritime Communication and GMDSS
Division State Enterprise "MORCOM"
Pz. Shevchenko St. 29
Odessa

Phone: (0482) 68 39 32
Fax: (0482) 68 39 32

Mr. Victor INZHEVATOV
Vice-President of the Azov Shipping Company
Mariupol

Phone: (0629) 37 82 63
Fax: (0629) 37 83 59
Sapol: 008731402223

Chairman of the COMSAR Sub-Committee

Mr. Jorgen Rasmussen
Chief Ship Surveyor
Head of International Division
Danish Maritime Authority
Vermundsgade 38 C
DK-2100 Copenhagen Ø
Denmark

Phone: 45 39 27 15 15
Fax: 45 39 27 15 16
Home: 45 31 59 87 25

Vice-Chairman of the COMSAR Sub-Committee

Mr. U. HALLBERG
Head of MRCC
National Maritime Administration
MRCC Göteborg
P.O. Box 5158
S-426 05 V. Frölunda
Sweden

Phone: +46 31 64 80 21
Fax: +46 31 775 39 27

International Hydrographic Organization (IHO)

Engineer Captain
Dr. Hüseyin YÜCE
Head of the Department of Navigation
Hydrograph and Oceanography
Gubuklui
Istanbul
Turkey

Phone: (90) (216) 331 1798
Fax: (90) (216) 331 0525

IMO SECRETARIAT

Mr. J.L. Thompson	Deputy Director/Head, Navigation Section, Sub-Division for Navigation and Cargoes, Maritime Safety Division Phone: 0171 587 31 36 Fax: 0171 587 32 10
Mr. E.O. Agbakoba	Senior Technical Officer, Navigation Section, Sub-Division for Navigation and Cargoes, Maritime Safety Division Phone: 0171 587 31 09 Fax: 0171 587 32 10
Mrs. J. Navarro	Principal Secretary, Navigation Section, Sub-Division for Navigation and Cargoes, Maritime Safety Division

ANNEX 2**CONFERENCE PROGRAMME****Wednesday, 30 October 1996****Day 1**

09.00 - 10.00	Registration
10.00 - 10.40	Opening of the Conference (Eresin Ballroom)
10.40 - 11.10	Tea/Coffee break
11.10 - 12.30	General introduction to the aims and objectives of the Conference - Review of the progress made since the Varna Seminar and Workshop - General discussion
12.30 - 14.30	Lunch break (Eresin Hotel - Revan Restaurant)
14.30 - 16.00	<ul style="list-style-type: none">* Review of progress made towards ratification of, or accession to, the International Convention on Maritime Search and Rescue (SAR), 1979 (ISTAN/CONF.2)* Discussion of existing maritime SAR facilities and services in each country including training procedures and programs
16.00 - 16.30	Coffee break
16.30 - 17.30 Sea	Introduction and discussion of provisional maritime SAR plan for the Black Sea
19.00 - 20.30	Reception (Eresin Hotel - The Pub of the Town)

Thursday, 31 October 1996

09.30 - 11.00	Introduction and discussion of provisional maritime SAR plan for the Black Sea (Workshop 1)
11.00 - 11.30	Tea/Coffee break
11.30 - 12.30	Introduction and discussion of provisional maritime SAR plan for the Black Sea (Workshop 2)
12.30 - 14.30	Lunch (Eresin Hotel - Revan Restaurant)
14.30 - 17.30	Study Tour (Yesilköy)
20.00	Dinner on Restaurant Ship - Taskent

Friday, 1 November 1996

- 09.30 - 11.00 Provisional Maritime SAR Plan for the Black Sea
- 09.30 - 11.00 * Arrangements for the provision and co-ordination of SAR services and
co-operation between neighbouring States
(ISTAN/CONF.3)
- * Technical co-operation in implementing the 1979 SAR Convention
(ISTAN/CONF.4)
- Discussion
- 11.00 - 12.30 Report of the Conference and adoption of resolutions
- Award of certificates of attendance
- Closing

ANNEX 3
NATIONAL SAR FACILITIES

Country	SAR Responsibility	SAR Units	SAR Co-operation	SAR Training	SAR Boundaries	Formal Agreement
BULGARIA	MRCC Varna MRCC Burgas	Rescue tug High speed rescue boats, helicopter, fire-fighting tugs	None	Training manual exists	Same as aeronautical SRRs	1956 (USSR/ BULGARIA/ ROMANIA)
GEORGIA	MRCC Batumi	Naval ships Merchant/Fishing/Pilot boats, tugs boats	None	—	—	?
ROMANIA	MRCC Constanta Harbour Master	HEL-M, 5 RU 1 RB 38 Km 1 RB 42 Km Pilot vessels/Fishing vessels/Patrol boats	with Ukraine	GMDSS-training planned (1997)	No	No
RUSSIAN FEDERATION	MRCC Moscow MRSCs Murmansk Archangelsk Sankt Peterburg Novovossiysk Astrakhan Vladivostok Petropavlousk provideniya Tiksi	SRG, MRG, HEL-H, RV, RB, Naval/ships Merchant/Fishing/Pilot boats	with Ukraine Georgia Turkey	(GMDSS-training in place)	No	No
TURKEY	MRCC Ankara + MRSCs Istanbul Trabzan Sanisun Izmir Mersin	SRG, MRG, HEL-M, RB Pilot/Tug/Naval/Fishing/ Patrol boats	—	—	No	No
UKRAINE	MRCC Odessa	—	—	—	No	No

Country	SAR language	SPOC	SAR Data Provider	COSPAS-SARSAT	
				MCC	LUT
BULGARIA	–	MRCC Varna	–	Moscow	Moscow
GEORGIA	–	–	–	–	–
ROMANIA	English	MRCC Constanta	State Inspectorate for Civil Navigation (working hours only)	Moscow	Moscow
RUSSIAN FEDERATION	English	MRCC Moscow	Mosviasputnik	Moscow	Moscow
TURKEY	English	MRCC Ankara	MRCC Ankara	Toulouse	Toulouse
UKRAINE	–	–	–	Moscow	Moscow

Country	DSC			Inmarsat CES				Inmarsat SES ... RCC	NAVTEX	NAVAREA III SafetyNET
	A1	A2	A3 + A4	A	B	C	E			
BULGARIA	P (97)	O	÷					P	O	÷
GEORGIA	÷	÷	÷					÷	÷	÷
ROMANIA	(O)	(O)	÷					÷	÷	÷
RUSSIAN FEDERATION	P (97)	P (97)	÷					÷	O	÷
TURKEY	P	P	P	O	÷	O	÷	÷	O	÷
UKRAINE	÷	÷	÷	O	÷	O	÷	÷	O	÷

O = Operational

P = Planned

÷ = No information

ANNEX 4

MATTERS TO BE TAKEN INTO ACCOUNT WHEN PROVIDING SHORE-BASED FACILITIES FOR THE GMDSS

Regulation IV/5 of SOLAS requires each individual Government to make available, as if deems practical and necessary, either individually or in co-operation with other Governments, appropriate shore-based facilities. In general footnotes it is stated, that "each Government is not required to provide all radiocommunication services" on their own.

The establishment of such shore-based facilities must be considered together with the establishment of relevant sea areas. In this respect certain questions will have to be asked and answers will have to be found.

Not all ships sailing in the waters of a Government are subject to the international GMDSS requirements. Such ships will also need radiocommunication equipment.

The **first** question is:

Are you going to impose the GMDSS requirements on your ships not covered by international regulations? In this respect, fishing vessels and pleasure craft will also have to be considered.

If you do not require GMDSS for all your ships, you will have to continue to operate VHF and MF radiotelephony and possibly also MF radiotelegraphy.

The **second** question is:

Do you intend to establish one or more sea area A1 around your coasts?

If you do not establish a sea area A1, your ships will be required to carry more expensive equipment.

The **third** question is:

Do you intend to establish one or more sea area A2 around your coasts?

If you do not establish a sea area A2, your ships will be considered to be sailing in sea area A3, i.e. they must be equipped with satellite communications (SES) or HF DSC equipment.

This does not mean that you will have to establish a coast earth station (CES) for the Inmarsat system on your own, but you will need an agreement with a CES somewhere.

With regard to HF DSC, a relatively small number of coast stations will be able to cover very large areas, so you do not necessarily need to establish such coast stations but, if not you will need to co-operate with coast stations that already exist.

ANNEX 5**PROVISIONAL DRAFT AGREEMENT
ON CO-OPERATION REGARDING MARITIME SEARCH AND RESCUE
SERVICES BETWEEN BLACK SEA COASTAL STATES****(TURKISH DRAFT WORKING TEXT)**

The Government of the Republic of Bulgaria, the Government of Georgia, the Government of Romania, the Government of the Russian Federation, the Government of the Republic of Turkey, the Government of Ukraine, hereinafter referred to as Parties:

Recalling the objectives of the International Convention on Maritime Search and Rescue, 1979, to establish an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea,

Recognising that a high level of co-operation among Member States of the Black Sea region is necessary to establish a maritime search and rescue plan in the region, as part of this international plan,

Recognising also that aeronautical search and rescue services are provided by Contracting States in conformity with the Convention on International Civil Aviation,

Bearing in mind that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, hereinafter referred to as "the said Convention" requires each search and rescue region to be established by Agreement among the Parties concerned.

Taking into consideration that paragraph 2.1.5 of the Annex to the said Convention provides that in case Agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach Agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area,

Taking into account Article II of the said Convention and paragraph 2.1.7 of the Annex thereto which provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States,

Recalling paragraph 3.1.1 of the Annex to the said Convention, which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

Bearing in mind the approach advised by paragraph 3.1.5 of the Annex to the said Convention, Parties should enter into Agreements with neighbouring States setting forth the conditions for entry of each other's rescue units or over their respective territorial sea or territory,

Bearing in mind further paragraph 3.1.8 of the Annex to the said Convention, Parties should enter into search and rescue Agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises,

regular checks of Inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

Recognising the urgent need to establish bilateral or multilateral Agreements or arrangements for the provision and co-ordination of search and rescues services and co-operation between Black Sea Coastal States, herein after referred to as "Parties",

Recognising also the need for Parties, to establish such Agreements or arrangements to facilitate and expedite the efficient conduct of search and rescue operations, to bring these to the attention of the International Maritime Organization,

have agreed as follows:

APPLICATION

ARTICLE 1

This Agreement applies to the co-operation between the Parties' Maritime Administrations in respect of maritime search and rescue services within the Black Sea Area.

JURISDICTION

ARTICLE 2

Nothing in this Agreement shall affect in any way the rights and obligations of a Party, arising from other bilateral and multilateral international Agreements to which they are a party.

ALERTING

ARTICLE 3

In the case of a rescue co-ordination centre of any Party requesting assistance in conducting search and rescue, the rescue co-ordination centre (RCC) which receives such request shall immediately acknowledge and respond to the request within their best capabilities.

CO-ORDINATION

ARTICLE 4

Search and rescue operations within the rescue area of Maritime Administration "A" shall be co-ordinated by the appropriate RCC of Maritime Administration "A" and search and rescue operations within the rescue area of Maritime Administrations "B" by the appropriate RCC of Maritime Administration "B", if not agreed otherwise at the time of the distress incident (A and B refer to any two Parties).

Should the situation so require, the rescue co-ordination centres may agree on other forms of co-operation or distribution of responsibility and work. The borderline between the rescue areas of the two Parties shall in no respect be an obstacle to joint co-operation between the two States in rescue operations.

ADMISSION

ARTICLE 5

Each Party to this Agreement shall make effective preparations to eliminate time consuming procedures and to ensure that units of the maritime or aeronautical search and rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. A request for admission under the provisions of this Agreement shall be made to the RCC of the respective Party as prescribed in article 3 of this Agreement.

EXCHANGE OF INFORMATION

ARTICLE 6

Parties directly concerned shall exchange information on the location of search and rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

EXERCISES

ARTICLE 7

Parties shall arrange a maritime search and rescue exercise or exercises each year based on simulated incidents so as to train their search and rescue organizations in working together and with the participation of aeronautical search and rescue organizations if deemed necessary.

MEETING OF REPRESENTATIVES

ARTICLE 8

Representatives of the authorities responsible for the maritime search and rescue organizations of the Parties shall meet as necessary and at least once a year to develop co-operation and the exchange of information and experience. The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

LANGUAGE

ARTICLE 9

During joint search and rescue operations, exercises and meetings, the language used shall preferably be [English].

OPERATION COSTS

ARTICLE 10

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

THE COMPETENT AUTHORITY

ARTICLE 11

The maritime administrative authorities of each Party are listed in Annex 1 of this Agreement. The contracting Party will inform the other Parties if and when any change occurs to their respective maritime administrative authorities.

ENTRY INTO FORCE AND DENUNCIATION

ARTICLE 12

This Agreement shall enter into force upon the completion of ratification procedures by each Party and shall remain in force until three months following its denunciation by any of the Parties.

AMENDMENT

ARTICLE 13

This Agreement may be amended upon the proposal of any Party and any such amendment shall enter into force one month following the date of its acceptance by all Parties.

TEXT

ARTICLE 14

This Agreement is established in a single copy in the [English] language.

ANNEX 1

MARITIME ADMINISTRATIVE AUTHORITIES OF EACH PARTY

The Republic of Bulgaria	*
Georgia	*
Romania	*
The Russian Federation	*
The Republic of Turkey	*	Prime Ministry Undersecretariat for Maritime Affairs
Ukraine	*

* To be provided to the IMO Secretariat

ANNEX 2

**DRAFT PROVISIONAL MARITIME SEARCH AND RESCUE
REGIONS IN THE BLACK SEA**

BULGARIA

(to be developed)

GEORGIA

(to be developed)

ROMANIA

(to be developed)

RUSSIAN FEDERATION

(to be developed)

TURKEY

(to be developed)

UKRAINE

(to be developed)

Note:

SAR in the Black Sea is conducted by the above States, however, Search and Rescue Regions are being considered but have not yet been defined. However, each country in the area has undertaken, on receipt of a distress alert, to ensure that action shall be taken to co-ordinate SAR in the most expeditious manner.

ANNEX 6**RESOLUTIONS OF THE CONFERENCE****Resolution No. 1****ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF
SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES**

The Istanbul Conference on Maritime Search and Rescue in the Black Sea,

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

URGES States in the Black Sea region:

- (a) to use all appropriate means to hold meetings to improve search and rescue co-operation, establish search and rescue regions in the Black Sea and to reach agreement on arrangements for co-operation;
- (b) to establish, as soon as possible, bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations and to provide a basis for the agreed arrangements to be indicated in the International Search and Rescue Plan and as an example to other States to follow when concluding similar agreements or arrangements;
- (c) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements when completed for circulation to all Member States;
- (d) to complete this work, as soon as possible, so that the outcome can be brought to the attention of the next IMO Regional SAR Conference for the Mediterranean and Black Sea;

Resolution No. 2

**TECHNICAL ASSISTANCE FOR SEARCH AND RESCUE TRAINING
AND FACILITIES**

The Istanbul Conference on Maritime Search and Rescue and the GMDSS in the Black Sea,

RECOGNIZING that the provision of prompt and effective maritime search and rescue services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the region do not yet possess all appropriate search and rescue facilities and are in urgent need of appropriate training for their search and rescue personnel,

BEARING IN MIND that the promotion of technical assistance will improve search and rescue in the region,

1. **INVITES** Member Governments to make available their national maritime SAR training facilities for the training of search and rescue personnel of States in the region and to sponsor fellowships for such training in consultation with the International Maritime Organization;
2. **INVITES** the Secretary-General of the International Maritime Organization:
 - (a) to seek ways and means of securing the necessary funds to assist States which request technical assistance for the provision of search and rescue equipment, facilities or training;
 - (b) to bring this resolution to the attention of all Member Governments.

Resolution No. 3**EXPRESSIONS OF APPRECIATION**

The Istanbul Conference on Maritime Search and Rescue and the GMDSS in the Black Sea,

NOTING the generous provision of financial support by the Government of Turkey and the excellent organizational arrangements it has made in co-operation with the International Maritime Organization for the Conference,

1 **EXPRESSES** its deep appreciation to the Government of Turkey for financially supporting the Conference and the people of Turkey for the welcome extended and kindness shown to all participants and for their generous hospitality;

2 **EXTENDS** its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly instructive seminars and workshops organized in Varna in October 1994 and the present follow-up Conference;

3 **EXTENDS** its sincere thanks to the UNDP Resident Representatives in the region for the assistance extended to participants;

4 **REQUESTS** the IMO Secretariat to convey this expression of appreciation to all appropriate authorities and to inform IMO's Maritime Safety Committee, ICAO, ITU, WMO, IHO, Inmarsat, COSPAS-SARSAT and other international organizations concerned of the outcome of the Conference.

VII. MEDITERRANEAN AND BLACK SEAS

REPORT ON THE MEDITERRANEAN AND BLACK SEAS CONFERENCE ON MARITIME SEARCH AND RESCUE AND THE GMDSS

Valencia, Spain, 8 to 12 September 1997

GENERAL

Introduction

1 In pursuance of its responsibility as the depositary of the International Convention on Maritime Search and Rescue, 1979, the International Maritime Organization (IMO) convened a Mediterranean and Black Seas Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) in Valencia, Spain, from 8 to 12 September 1997.

2 The Conference was organized in co-operation with the Government of Spain and with financial support provided by the Governments of Canada, France, Greece, the Netherlands, Norway, Spain and the United Kingdom, the Commission of the European Community, the International Mobile Satellite Organization (Inmarsat) and the International Transport Workers' Federation.

3 Twenty-six countries bordering the Mediterranean and Black Seas were invited and twenty-five participated. The list of participants, observers and lecturers is contained in annex 1.

Opening Ceremony

4 Doña Rita Barberá Nolla, Mayoress of Valencia City, in addressing the Conference, welcomed participants and said that it was an honour for Valencia to be chosen to host the important Conference for Mediterranean and Black sea countries. She spoke of the importance of shipping to the economy of the countries in the region and the need to make the seas as safe as possible for those who make a living by going to sea. She welcomed the participants to the historic city of Valencia and expressed the hope that the Conference would lead to the improvement of maritime search and rescue services in the Mediterranean and Black seas.

5 The Secretary-General of the International Maritime Organization, Mr. William A. O'Neil, expressed, on behalf of IMO Member Governments and the participants, appreciation to the Government of Spain for hosting and providing excellent facilities for the Conference and to the governments and international organizations which had financed it. He thanked the Government of Spain for its support, over the years, in the development of the global SAR system. He gave a brief account of IMO's activities to implement the 1979 SAR Convention and the 1988 Amendments to the SOLAS Convention to introduce the GMDSS, both of which aim at further improving the search and rescue of persons in distress at sea.

He explained that the main aim of the Conference was to agree a provisional SAR plan for the Mediterranean and Black seas, which, together with a small part of the Indian Ocean, were the only areas in the world not yet covered by provisional maritime SAR plans. With the GMDSS due to be fully implemented on 1 February 1999, he stressed that it was essential that all necessary shore-based infrastructure is in place before that date to ensure that search and rescue activities are co-ordinated making use of modern communication facilities. He informed the Conference of the decision of IMO's Maritime Safety Committee to continue watchkeeping on channel 16 for some years beyond 1999 to allow time for adequate arrangements to be made for smaller ships under 300 gross tonnage which do not come under the SOLAS Convention.

He emphasized the humanitarian nature of maritime search and rescue and advised delegates to bear in mind that the delimitation of search and rescue regions, as envisaged by the 1979 SAR Convention, was only for the purpose of providing efficient search and rescue services and for no other reason and was in the context of paragraph 2.1.7 of the annex to the 1979 SAR Convention, which states that "the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundaries between States".

Mr. O'Neil spoke of the series of conferences, seminars and workshops which had been conducted by IMO in different parts of the world to expedite the completion of the global SAR plan. Referring to the slow rate of ratification of the SAR Convention by Governments, he informed the Conference of contemplated amendments to the annex to the Convention which were expected to be adopted soon to make the Convention acceptable to many more Governments. He urged Governments to consider adequate SAR arrangements as an essential part of any maritime infrastructure which should always be in place for the enhancement of safety at sea rather than wait until a disaster makes it imperative for them to act when it may already be too little too late.

In concluding, the Secretary-General again noted that IMO is an Organization which focuses on solutions to technical problems and has demonstrated its competency to do this successfully. He trusted that this attitude would prevail during the Conference and that political issues related to delimitation of boundaries from a sovereignty point of view would not encumber meetings like this but would be taken up elsewhere where those directly responsible for these matters have the competence and authority to deal with them.

6 His Excellency Mr. D. Rafael Arias-Salgado Montalvo, Minister of Public Works, opened the Conference on behalf of the Government of Spain and in welcoming the participants to Spain talked of the importance of shipping to his country which has coastlines on both the Atlantic ocean and the Mediterranean sea. He spoke of the common concern of the countries represented, to ensure that the Mediterranean and Black seas are kept clean and free of pollution from ships. On its part, the Government of Spain had ratified the SAR and other safety related Conventions and had taken measures to implement them. With regard to maritime search and rescue, the Government had established Rescue Co-ordination Centres adequately equipped with communication facilities and was constantly reviewing its procedures to ensure that they worked efficiently. To further improve safety around its coasts, the Government had established Traffic Separation Schemes off Finisterre, the Strait of Gibraltar and Cabo de Gata and was strictly enforcing Port State Control of ships entering its ports. It had also entered SAR agreements with its neighbours, Algeria, France and Morocco. With regard to the introduction of the GMDSS, Spain had installed adequate GMDSS shore-based facilities and was implementing a programme of equipping at its ships including non-Convention ships in accordance with the new system. He expressed the hope that the spirit of co-operation in search and rescue which existed among the countries in the region would spread to other areas for the benefit of seafarers world-wide.

CONFERENCE OBJECTIVES

7 The Conference was a follow-up to the SAR/GMDSS seminars and workshops held by IMO in Varna, Bulgaria, in October 1994 and in Toulon, France, in September 1995 as well as to the SAR/GMDSS Conference held in Istanbul, Turkey, in October/November 1996 and aimed at enabling representatives from countries bordering the Mediterranean and Black Seas to develop further the provisional maritime SAR plans for the two regions (maritime SAR areas 12A and 12B respectively) initiated in draft form during the aforementioned meetings and prepare provisional recommendations to Governments of States therein concerning:

- .1 acceptance and implementation of the 1979 SAR Convention;
- .2 the location of rescue co-ordination centres (RCCs) in the two regions;
- .3 the geographical regions* associated with such RCCs;
- .4 measures which may be undertaken by neighbouring States to establish or enhance mutual co-operation in maritime SAR;
- .5 the establishment or enhancement of an SAR communications network within the regions (including possible establishment of COSPAS-SARSAT Local User Terminals);
- .6 the identification of SAR communication and equipment needs;
- .7 the adequacy of GMDSS shore-based facilities in the regions; and
- .8 the identification of associated training needs.

ADMINISTRATION OF THE CONFERENCE

8 With funds provided by the Governments and international organizations referred to in paragraph 2 above, the Conference budget covered:

- .1 economy class return air fares and hotel accommodation for one Government-nominated participant from each developing country invited; and
- .2 expenditures on lecture papers, IMO conventions, manuals and other publications and necessary materials relevant to the theme of the Conference supplied to the participants.

9 The Governments of Norway, Spain, Sweden and the United States as well as the United Kingdom Hydrographic Office and Inmarsat covered all costs connected with the participation of their lecturers.

10 IMO planned and co-ordinated the Conference and arranged for the services of six lecturers from five IMO Member Governments and one international organization.

11 The Government of Spain, in addition to contributing financially to the budget of the Conference, provided host country facilities, including conference facilities, office equipment and secretarial staff as well as local transportation.

ELECTION OF PRESIDENT AND VICE-PRESIDENTS

12 The Conference unanimously elected Sr. D. Fernando Casas Blanco, Director General, Mercantile Marine, Ministry of Public Works, (Spain) as President and Mr. Mohamed A.A. Amer (Egypt) and Mr. Gheorghe Stroe (Romania) as Vice-Presidents.

* Paragraph 2.1.7 of the 1979 SAR Convention provides that: "The delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States".

ADOPTION OF THE AGENDA

13 The agenda adopted and a list of documents considered by the Conference is given in annex 2.

THE SEMINAR

14 The first part of the Conference was a seminar whose programme (annex 2) consisted of nine lectures addressing the following subjects:

Presentation No.1

Development of the global SAR plan

15 In this introductory lecture, Mr. E.E. Mitropoulos (IMO) gave the history of the development of the SAR Convention and the work done by IMO since the adoption of the Convention to assist countries to ratify and effectively implement its provisions. He spoke of IMO's programme of seminars, workshops and conferences, which had been conducted in many parts of the world and had led to the adoption of provisional maritime SAR plans in various regions leaving the Mediterranean and Black seas as the major navigable ocean of the world where a provisional SAR plan had not been agreed. He informed the Conference that concurrently with adopting provisional SAR plans, IMO had convened conferences for areas where provisional SAR plans had already been adopted for the purpose integrating those regional SAR plans to cover entire ocean regions. This had been done in the Conference held in Lisbon in 1994 for the entire Atlantic Ocean and in the Conference held in Seoul for the Pacific Ocean. The final Conference which was planned to be held in Fremantle (Australia) in 1998 would complete this process and also mark the completion of the global SAR plan which is the objective of the 1979 SAR Convention. He expressed the hope that the events following the present Conference would culminate in the adoption of a provisional SAR plan for the Mediterranean and Black seas region, ratification of the SAR Convention by all the countries in the region and the establishment of an adequate framework of GMDSS shore-based facilities to cover the radiocommunication needs of the whole area.

He informed the Conference that in previous Conferences, the following principles or a combination of them had been applied for the delimitation of national search and rescue regions:

- .1 harmonization, to the extent possible, of maritime search and rescue regions with those established for aeronautical purposes; or
- .2 application, in the case of States with opposite or adjacent coasts, of the median line of equidistance from the nearest points of their coastlines; and/or
- .3 the application of relevant provisions of individual agreements between Governments.

Presentation No. 2

The International Convention on Maritime Search and Rescue, 1979 - Present Status and requirements

16 Mr. J. Rasmussen (IMO) gave a brief background and the purpose of the 1979 SAR Convention, which is to assist Parties to discharge their obligations, mainly under the SOLAS and UNCLOS Conventions, to provide adequate and efficient SAR services and to organize these services so as to be integrated into a global SAR Plan. He spoke of the experience gained in

implementing the Convention since it entered into force in 1985 and the amendments to the Convention which are soon to be adopted in order to make the Convention acceptable to more countries. He concluded with IMO's technical assistance programme for maritime search and rescue.

Presentation No. 3

Rescue Co-ordination Centres (RCCs) - Distress alert routeing, identification of ships, 24-hour availability of RCCs

17 Mr. U. Hallberg (Sweden) described the functions of a Rescue Co-ordination Centre (RCC) and the important elements required for its efficient operation. He discussed the crucial elements in the routeing of distress communications, which are the provision of adequate facilities at RCCs and the provision of a world-wide communication network. He referred to how interconnection between RCCs can be provided by dedicated landlines, the public switched telephone and telex networks, radio links including the use of the Inmarsat system and the Aeronautical Fixed Telecommunication Network (AFTN). He also described the short and medium range elements of the radio network comprising of VHF and MF coast radio stations, long range elements made up of HF coast radio stations and the Inmarsat Coast Earth Station. He spoke of the need for RCCs to be able to maintain a 24-hour availability and the importance of RCCs establishing the identity of ships in distress with minimum delay either by having this information provided by the ship in distress itself or preferably by having the information encoded in the alert signal and the equipment being properly registered.

Presentation No. 4

Master Plan of GMDSS shore-based facilities - Present status and requirements

18 Mr. G. Beale (United Kingdom, Hydrographic Office) introduced the GMDSS Master Plan of shore-based facilities. A summary of the communication systems necessary for the GMDSS was given and he explained the division of the oceans of the world into various sea areas for the purpose of the GMDSS. The organization and contents of the Plan were discussed. The importance of the Plan to mariners, search and rescue authorities, and providers of communication services within each ocean region of the world was emphasized. Finally, the Conference was reminded of the requirement of the SOLAS Convention (chapter IV, regulation 5) that the information used for the completion of the Plan should be provided to the IMO by SOLAS Contracting Governments.

Presentation No. 5

GMDSS training and reduction of false alerts

19 Mr. D. Lemon (United States) spoke of the problem of false distress alerts emanating from GMDSS equipment and their adverse effects to the system which include wasting the limited resources available for SAR services, lowering the morale of SAR personnel, placing undue burden on RCCs and communication networks, reducing confidence in the GMDSS and risking the lives of personnel. He was of the view that false distress alerts are caused largely by misuse of equipment due to inadequate training of the users. He went on to give the list of materials produced by IMO and disseminated as MSC circulars, Assembly resolutions and model training courses to assist Governments in the training of operators of GMDSS equipment.

Presentation No. 6

Inmarsat role in the GMDSS

20 Mr. A. Fuller (Inmarsat) gave a brief overview of Inmarsat as an organization and explained its communications systems and services for mariners in the context of the GMDSS. He gave a

background to his Organization and explained Inmarsat's inter-governmental character and that it provides the "space segment" (satellites) for world-wide mobile communications services. Originally conceived to provide a global, internationally-governed maritime communications facility, Inmarsat now offers services to land-mobile and aeronautical customers as well. He explained that, although Inmarsat only provides the satellites, the Inmarsat network includes a number of other elements such as:

- .1 Coast (Land) Earth Stations (CES) operated by some signatories, which act as a gateway between the satellites and the terrestrial network;
- .2 Mobile Earth Stations (Ship Earth Stations) through which mobile users obtain access to the system; and
- .3 International SafetyNET service, which is part of the Enhanced Group Call (EGC) providing automated reception of the Maritime Safety Information (MSI).

Presentation No. 7

Maritime Safety Information in the GMDSS

21 Mr. A. Fuller (Inmarsat) continuing on the promulgation of Maritime Safety Information in the GMDSS described how the concept of Maritime Safety Information (MSI) was developed to bring together various sources of vital safety information into a combined news broadcast suitable for all ships in all principal waters of the world. IMO in close co-operation with IHO and WMO, co-ordinates the information services necessary for such broadcast. In the GMDSS, MSI broadcasts are made through the NAVTEX, HF and Inmarsat SafetyNET systems and provide near continuous automated reception. He also explained the division of the oceans into NAV/MET areas with a co-ordinator in each area. He went on to give the status of implementation of Maritime Safety Information broadcast through the SafetyNET and NAVTEX services throughout the world.

Presentation No. 8

COSPAS-SARSAT

22 The representative of COSPAS-SARSAT, Mr. Julio Melián Pérez-Marín (Spain), briefly introduced the relevant aspects of the COSPAS-SARSAT Programme and Spanish participation in it. Giving the status of the COSPAS-SARSAT satellite system he said that there were 32 countries associated with the programme and contributed to its management and operation.

He explained that the system was established in July 1988 and that approval for the participation of Spain in the programme was given by the Spanish Council of Ministers in 1991. He explained that:

- the satellite system involved seven polar orbiting satellites in low altitude polar orbit;
- the efficiency of the programme could be improved by the use of appropriate 406 MHz radio beacons, Governments introducing measures to eliminate interferences arising from the violation of the ITU regulations regarding the use of radioelectric spectrum, 406 MHz beacons being manufactured to precise standards to conform with the satellites, beacons type approved; and
- administrations requiring the carriage of 406 MHz EPIRBs ensuring that all 406 MHz EPIRBs are registered in a database to which SAR authorities could address queries at any time.

Presentation No. 9

GMDSS and maritime radio facilities in the Mediterranean and Black Sea regions

23 Reviewing the state of GMDSS radio facilities in the Mediterranean and Black sea regions, Mr. J. Johannessen (Norway) presenting a paper on behalf of Mr. E. Blikrud said that while some countries had adequate shore-based facilities, there were areas in the region where such facilities were either partly or yet to be established. Furthermore, he said that some of the facilities listed in ITU's list of Coast Stations were not able to offer the services indicated in the list because they were out of service for most of the time. As a way out, he suggested a regional approach to the provision of shore-based GMDSS facilities rather than each country working independently to provide a national system which could duplicate services existing in neighbouring countries.

He observed that a number of Administrations in the region had prepared master plans for national maritime radiocommunications facilities which when completed would greatly enhance the implementation of the GMDSS in the region.

Review of progress made towards ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979

24 The Conference reviewed the status of the 1979 SAR Convention and noted with concern that, 18 years after its adoption and 12 years after its entry into force, only 56 countries (of which 11 out of the 26 countries in the two regions), had ratified the Convention. There was general agreement that radiocommunication and search and rescue services were well developed in some countries in the region while such facilities and services needed to be improved in others.

25 The Conference noted information provided by the IMO Secretariat concerning SAR.2/Circular on Provisional SAR plans and SAR.3/Circular containing information on national SAR facilities and the need for early submission of the information required by MSC/Circ.308 (SAR Questionnaire), MSC/Circ.327 (on the development of a global SAR plan) and MSC/Circ.684 (on the development of a Master Plan of shore-based facilities for the GMDSS).

26 The Conference also noted information provided by the IMO Secretariat concerning the status of the global SAR plan and welcomed the opportunity provided by the meeting for the adoption of provisional SAR plans in the Mediterranean and Black Seas. The Conference, recognizing the importance of the GMDSS in SAR operations, endorsed the need for the provision of adequate GMDSS shore-based facilities in the two regions as a whole.

27 The following were stressed during the seminar sessions:

- the importance of good co-ordination and access to adequate communication facilities rather than adhering to expensive investment in dedicated SAR equipment;
- the possibility of providing effective and efficient SAR services in the two regions by pooling available resources in neighbouring countries through bilateral and multilateral co-operation, thus minimizing cost; and
- the desirability of harmonized maritime and aeronautical SAR services.

28 Following an exchange of views and after participants had provided information (see annex 3) on their national SAR/GMDSS facilities and SAR training needs, the Conference urged participants from countries which had not yet ratified the SAR Convention, on their return home, to

encourage the appropriate government authorities to consider acceding to the Convention as early as possible.

29 The Conference noted with appreciation the close co-operation established between ICAO and IMO with regard to SAR matters and urged both Organizations to continue the work of harmonizing, as far as practicable, their SAR plans and procedures.

Global Maritime Distress and Safety System (GMDSS)

30 During the seminar sessions, the provisions of the 1988 amendments to the 1974 SOLAS Convention to introduce the GMDSS were explained and the different GMDSS sea areas and their essential supporting shore-based facilities were discussed. A number of lectures covered ships' carriage requirements for different sea areas, the contents and use of the GMDSS Master Plan of shore-based facilities as well as the proposed amendments to the 1979 SAR Convention, IMOSAR and MERSAR Manuals.

31 The Conference acknowledged the need for littoral States in the two regions to provide shore-based facilities for the smooth operation of the GMDSS and the need for countries to take account of the system in planning improvements in their maritime radiocommunication facilities or SAR organizations and adopted resolution 3 on the Global Maritime Distress and Safety System (GMDSS).

32 The participants were urged to provide, as soon as possible, information, based on the format in MSC/Circ.684, on available GMDSS shore-based facilities in their countries, for inclusion in the GMDSS Master Plan.

33 The Conference noted that Contracting Governments to the SOLAS Convention have to make a choice about the type of communication services they wish to provide for GMDSS ships. In almost every case, the littoral seas will be within Areas A3 until the coastal State concerned decides to establish Areas A1 (VHF with DSC facilities) or Areas A2 (MF with DSC facilities).

34 The Conference further noted that ships operating in GMDSS sea Areas A3 may choose whether to fit HF DSC equipment or satellite communication (Inmarsat) equipment. As a result, countries wishing to provide search and rescue co-ordination facilities under the terms of the International Convention on Maritime Search and Rescue, 1979, should make arrangements to allow their RCC(s) to communicate with ships via both HF DSC and Inmarsat.

35 In this regard, the Conference considered that it was essential that countries understand that they do not need to individually establish domestic coast stations or Coast Earth Stations to meet the above obligation. In all cases, it would be sufficient to conclude an agreement with a telecommunications entity in a neighbouring country having the necessary facilities to communicate with the sea area in question.

36 In addition, the Conference emphasized that coastal States also have a clear responsibility to make arrangements for the promulgation of maritime safety information (SOLAS chapter V, regulation 2). In the same way, this responsibility can be discharged through co-operative agreement(s) with other States and the appropriate NAVAREA Co-ordinator(s).

37 The Conference also noted that a number of Mediterranean and Black Seas RCCs were not registered as Information Providers, as required by annex 9 to the International SafetyNET Manual (IMO Publication 908) and recalled that any RCC, which had not registered, would have no means of alerting GMDSS vessels in ocean areas.

THE WORKSHOP

Delimitation of maritime search and rescue regions

38 The Conference noted that the sole purpose of the delimitation of search and rescue regions undertaken by the Conference was for ensuring and, where necessary, improving the provision of SAR services in the Mediterranean and Black Seas regions and that such delimitation was within the context of paragraph 2.1.7 of the Annex to the 1979 SAR Convention;^{*} was subject to alterations as might be deemed necessary following bilateral agreements between neighbouring States; and did not prevent any delegation from registering reservations on specific parts thereof. Alterations referred to above should, in due course, be notified to the Secretary-General of IMO for inclusion in the regional SAR plans agreed. However, the participants acknowledged the need, for SAR and GMDSS purposes only, of a co-ordinated and well-defined SAR/GMDSS system, organization and infrastructure to cover the entire Mediterranean and Black Seas regions respectively.

39 The Conference also noted that any SAR plan expected to emerge from the Conference would continue to be considered as "provisional" until relevant agreements had been established by Parties to the 1979 SAR Convention and the Secretary-General of IMO had been notified accordingly by the Governments concerned in accordance with paragraph 2.1.4 of the 1979 SAR Convention.

40 The Conference was appraised of principles which had been applied in previous SAR Conferences for the delimitation of national search and rescue regions.

41 The Conference instructed the IMO Secretariat to bring the outcome of the above deliberations to the attention of those countries not present at the Conference for information and action as necessary, recommending them to seek bilateral agreements with their neighbouring States and to notify the Secretary-General of IMO accordingly.

Progress reports on national development of SAR organizations - GMDSS arrangements and facilities - Problems and needs

42 To progress consideration of the provisional SAR plans for the Mediterranean and Black Seas regions, the Conference established four Panels and appointed the following rapporteurs to co-ordinate work on specific items, as identified in paragraph 44, for the following sub-regional areas:

Mr. U. Hallberg	Western Mediterranean Panel
Mr. J. Rasmussen	Central Mediterranean Panel
Mr. D. Lemon	Eastern Mediterranean Panel
Mr. G. Beale	Black Sea Panel

43 Mr. A. Fuller (Inmarsat) was appointed co-ordinator of the work of the Mediterranean Sea Panels and Mr. E.O. Agbakoba (Secretariat) was appointed co-ordinator of the Black Sea Panel.

44 The rapporteurs were tasked with the co-ordination of work on the following items agreed by the Conference:

- development of draft provisional SAR plans, one each for the two regions, taking into account the progress made in so endeavouring at the previous SAR/GMDSS meetings

* Paragraph 2.1.7 of the Annex to the 1979 SAR Convention provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States.

- compatibility with aeronautical SAR plans
- co-operation between RCCs in:
 - SAR operations and combined training exercises
 - intercommunications
 - manning of RCCs, etc.
- regional requirements for VHF DSC, MF DSC and HF DSC communications
- LUT coverage
- routing of distress alerts
- registration of RCCs for the provision of MSI
- availability of ship identities
- reducing false alerts
- other matters related to the Mediterranean and Black Seas provisional SAR plans.

45 Having received the reports of the rapporteurs and the co-ordinators, the Conference endorsed the outcome of the consideration of the matters specified in paragraph 44, as contained in annexes 4, 5, 6, 7 and 8 and expressed appreciation for the excellent work done by the rapporteurs and the co-ordinators.

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

46 The Conference reviewed the model agreement prepared by the Secretariat on arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States and adopted resolution 2 on Arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States. The delegation of Greece reserved its position on this matter.

TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION AND 1988 SOLAS AMENDMENTS

47 The Conference took note of the information provided by the IMO Secretariat on the Technical Co-operation Programme of IMO and adopted resolution 4 on Technical co-operation in maritime search and rescue and radiocommunication facilities.

OTHER SAR/GMDSS IMO ACTIVITIES

48 The Conference noted with appreciation IMO's work to organize a regional Conference to take place in Fremantle, Australia, in September 1998, for all countries bordering the Indian Ocean with the aim of developing an integrated provisional SAR plan for the entire Indian Ocean; and

expressed appreciation to the Government of Australia for offering to host it and to various Governmental and international organizations for supporting it financially.

49 The Conference noted, in particular, that the purpose of the Perth Conference will be to build on the successful outcome of the 1986 Tokyo, 1996 Cape Town and 1997 Seoul Conferences on SAR and the GMDSS and will mark the end of IMO's efforts to complete the global SAR plan in time for GMDSS's final implementation date on 1 February 1999.

50 The Conference noted with appreciation the intention of Italy to consider inviting IMO to organize, in Italy, at an appropriate time in future, a major SAR/GMDSS meeting to consolidate progress made by that time vis-a-vis completion of the global SAR plan and also to assess the status of implementation of the GMDSS on a worldwide basis.

51 The Conference also noted with appreciation the statement of the delegation of Spain that its Administration would make its SAR training facilities available for any country in the region which requested assistance for the training of its SAR personnel.

52 During the consideration for adoption of resolution 1 - Adoption of the provisional search and rescue plan for the Mediterranean sea, the delegation of Turkey requested that a chart depicting the Provisional limits of search and rescue regions in the Aegean and Mediterranean sea be included in the provisional plan. In the opinion of Turkey this would be in line with the preliminary draft Provisional SAR plan prepared at the Toulon seminar and workshop.

53 The delegation of Greece supported by the delegation of Cyprus disagreed with this proposal on the basis that there was no decision in panel to include such a chart.

54 In this regard, the Chairman of the panel confirmed that there had been no request during the discussions in the panel to include a chart in the draft provisional SAR plan to be adopted and that, as a result of this, no chart had been prepared by the panel.

55 The Turkish delegation expressed disappointment at this and stated that a chart was prepared at the Panel depicting overlapping areas in the Eastern Mediterranean.

56 The Secretariat expressed the view that the Toulon seminar and workshop and the Valencia Conference were independent meetings and that the sovereign right of each meeting to take its own decision was undiminished by the decision or precedence of previous ones. For that reason, the Valencia Conference was free to decide whether or not to include a chart without being constrained by the decisions of the Toulon seminar and workshop.

57 The delegation of Greece supported by the delegation of Cyprus objected to the limits of maritime search and rescue regions presented by the delegation of Turkey at the panel because they included within it, a number of Greek islands and territorial seas of Cyprus. They were of the opinion that maritime SRRs should follow the ICAO FIRs as recommended by the 1979 SAR Convention. The delegation of Greece informed the Conference that its position was dictated by its desire to render assistance efficiently to persons in distress at sea and by no other reason. Under the present arrangement, Greece had promptly responded to requests for assistance in its SRR and this had resulted in the rescue of many lives in the recent past. (The full statements of the delegations of Cyprus and Greece are given in annexes 11 and 12 respectively).

58 In reply, the delegation of Turkey stated that it did not agree that maritime SRRs should coincide with aeronautical FIRs because, in its opinion, they were derived from different Conventions and intended to serve different purposes. (The full statement of the delegation of Turkey is given in annex 13).

59 The delegation of Morocco reserved its position on the provisional SAR regions adopted by the Conference.

ADOPTION OF RESOLUTIONS

60 The Conference considered resolutions on:

- * Adoption of the provisional maritime search and rescue (SAR) plan for the Mediterranean and Black Seas and acceptance and implementation of the International Convention on Maritime SAR, 1979 (Resolution 1);
- * Arrangements for the provision and co-ordination of maritime search and rescue (SAR) services and co-operation between States (Resolution 2). Greece reserved its position on this resolution;
- * Global Maritime Distress and Safety System (GMDSS) (Resolution 3);
- * Technical co-operation for maritime search and rescue and radiocommunication facilities (Resolution 4); and
- * Expressions of appreciation (Resolution 5),

and adopted them subject to the reservation by Greece on resolution 2.

61 Being informed of a ferry accident in Haiti earlier in the week, in which many people lost their lives, the Conference expressed its deep sympathy to the Government and people of Haiti and requested the President of the Conference to send a message of sympathy through the Haitian Embassy in Madrid on behalf of the Conference.

REPORT OF THE CONFERENCE

62 The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring Governments bordering the Mediterranean and Black Seas regions and to the Maritime Safety Committee of IMO and its subsidiary bodies concerned.

CLOSING CEREMONY

63 Following the presentation of certificates of attendance to participants, observers and lecturers,

Mr. E.E. Mitropoulos, Director, Maritime Safety Division, IMO, speaking on behalf of the Secretary-General, expressed appreciation to:

- the Government of Spain for hosting and financially supporting the Conference;
- the other Governments and international organizations who had contributed generously to the budget of the Conference;
- the UNDP Resident Representatives in the participants' countries for facilitating their coming to Valencia; and

- the elected officers, rapporteurs, co-ordinators, lecturers and IMO staff for their invaluable contribution to the success of the Conference.

In conclusion he thanked the participants for their keen attention, interest and active participation in the activities which led to the successful outcome of the Conference.

64 The Conference was closed, on behalf of the Government of Spain, by its President, Sr. D. Fernando Casas Blanco who expressed the appreciation of his Government that Spain was chosen as the venue for the Conference. He reiterated the support of the Government of Spain for IMO's programmes and congratulated IMO, the lecturers and participants for a successful Conference. He noted with satisfaction the spirit of compromise which had been demonstrated by all the delegations during the sessions and hoped that with this Conference, the Organization had moved a step further towards the completion of a global SAR plan which is the ultimate objective of the SAR Convention. He wished all participants a safe journey back home.

ANNEX 1**LIST OF PARTICIPANTS**

ALBANIA	Captain Vladimir Naoellari Ministry of Public Affairs and Transports Tirana Albania	Tel.: 00 355 42 25892 Fax.: 00 355 42 25892
BOSNIA AND HERZEGOVINA	Ms. Amina Krivošić 2 Musala St. Sarajevo Bosnia and Herzegovina	Tel.: +387 71 47 2657 Fax: +387 71 44 1248
BULGARIA	Mr. Aliocha I. Nedeltchev Director of International Law Directorate Ministry of Foreign Affairs 2 Al.Zhendov-Str. 1113 Sofia Bulgaria	Tel.: (3592) 73 78 05 Fax: (3592) 971 2413/ 2012/2033
	Mr. Ilia Kalcatchev Director BULASO, Varna Ministry of Transport 25 Sofroniy Urachonoky St. 9000 Varna Bulgaria	Tel.: (35852) 234438 Fax: (35952) 603265
	Mr. Gueorgui Petrov Head of Safety Department Bulgarian Maritime Fleet (Navi Bulgar) 1, Primorski Blvd. 9000 Varna Bulgaria	Tel.: (35952) 602986 Fax: (35952) 600349
CROATIA	Mr. Milan Stanicic 10000 Zagreb Licka 26A Croatia	Tel.: +385 1 6169 070/ 6112 669 Fax: +385 1 6115 968
CYPRUS	Dr. Christos Psilogenis Ambassador of Cyprus in Madrid	
	Mr. Stelios Papamichael Ministry of Defence Amalias 14, Flat 5 Dasoupolis, Nicosia Cyprus	

EGYPT	<p>Mr. Mohamed A.A. Amer Manager of Navigation Warning Center Ports and Lighthouses Administration Ismailia P.O. Box 86 Post Office 41511 Ismailia Egypt</p>	<p>Tel.: 2064 322299 Fax: 2064 393517</p>
FRANCE	<p>M. Jean-Marc Schindler Permanent Representative of France to IMO Chef de délégation Ambassade de France 2 Queen's Gate Flat 4A London SW7 5EH</p>	<p>Tel.: (0171) 584 6149 Fax: (0171) 225 2676</p>
	<p>M. François Escaffre Secrétariat Général de la mer Chef de l'organisme d'études et de co-ordination pour la recherche et le sauvetage en mer Adjoint au Chef de délégation 16 Boulevard Raspail 75007 Paris France</p>	<p>Tel.: 33-1-42841606 Fax: 33-1-42840790</p>
	<p>M. Bruno Vacca Directeur du Centre Régional Operationnel de surveillance et de sauvetage de Méditerranée MRCC La Garde Fort St. Marguerite BP 69 83953 La Garde-Cedex France</p>	<p>Tel.: 33-4-94-617110 Fax: 33-4-94-271149</p>
	<p>M. André Veyron la Croix Prefecture Maritime de la Méditerranée 83800 Toulon Naval France</p>	<p>Tel.: 33-4-94-020177 Fax: 33-4-94-021363</p>
GEORGIA	<p>Mr. Zezva Chivchiuri First Secretary of the International Law Department of the Ministry of Foreign Affairs of Georgia 4 Chitadze Str. 380018 Tbilisi Georgia</p>	<p>Tel.: (99532) 989368 or 989426 Fax: (99532) 989368</p>

GREECE

Commodore (HCG) Panagiotis Havatzopoulos Tel.: (01) 419 1541
Director of Safety of Navigation Division Fax: (01) 412 8150
150, Gr. Lambraki Av.
185 18 Piraeus
Greece

Captain (Naval) Konstantinos Saflianis Tel.: (01) 652 1260
HNGS / Directorate A3 Fax: (01) 651 8416
Holargos
Athens
Greece

Lieutenant Colonel (Hell Air Force) Tel.: (301) 644 1645
Vassilios Tsoufis Fax: (301) 646 0306
HAFGS
Holargos 1010
Athens
Greece

Lieutenant (HCG) Nikolaos Katsoulis Tel.: (01) 419 1189
Safety of Navigation Division Fax: (01) 412 8150
150, Gr. Lambraki Av.
185 18 Piraeus
Greece

Mr. Angelos Giokaris Tel.: (301) 361 5812
Professor of International law Fax: (301) 361 5812
University of Athens
Athens
Greece

Mr. Ioannis-Miltiadis Nikolaidis Tel.: (301) 362 6553
Secretary of Embassy Fax: (301) 364 4185
Ministry of Foreign Affairs
Akadimias 1
Athens
Greece

Mr. Panagiotis Maurovichalis Tel.: (01) 412 6075
Department of Education Fax: (01) 422 4000
Ministry of Merchant Marine
92 Notara Str.
Piraeus
Greece

ISRAEL	<p>Captain N. (Ret.) Yaakov Nitzan Chief Inspector - Seafarers Ministry of Transport Administration of Shipping and Ports 102 Ha'atzmaut Road Haifa 33411 Israel</p>	<p>Tel.: 972-4-856 3152/3467 Fax: 972-4-8510185</p>
ITALY	<p>Captain (CP) Roberto Patruno Ministry of Transport and Navigation Harbour Masters - Coast Guard Headquarters V.le dell'Arte n. 16 00144 Rome Italy</p> <p>Commander (CP) Piero Pellizzari Ministry of Transport and Navigation Harbour Masters - Coast Guard Headquarters V.le dell'Arte n. 16 00144 Rome Italy</p>	<p>Tel.: +39.6.5923569 Fax: +39.6.5922737</p> <p>Tel.: +39.6.59084578 Fax: +39.6.59084393</p>
LEBANON	<p>Mr. Mohamad Mourched Nahleh Ministry of Transport Starco Building, 3rd floor Beirut Lebanon</p>	<p>Tel.: 961-1-372767 Fax: 961-1-371647</p>
MALTA	<p>Colonel Carmel Vassallo Deputy Commander Headquarters Armed Forces of Malta Luqa Barracks Luqa Malta</p> <p>Mr. Maurice J. Despott Wireless Telegraphy Department Evans Building Merchants St. Valletta CMR 02 Malta</p>	<p>Tel.: 356 809279 Fax: 356 809860</p> <p>Tel.: 247224-8 Fax: 232728</p>
MONACO	<p>Commandant Florent Dengreville Chef de la Division de Police Maritime Departement de l'interieur Direction de la surete publique Boite postale 465 MC-98012 Monaco Principaute de Monaco</p>	<p>Tel.: 00 377 93 153015 Fax: 00 377 93 302245</p>

MOROCCO	Mr. Abdelaziz Benhaida	Tel.: 212-2-278092
	Ministere du Transport et de la Marine Marchande	212-2-221931
	Direction de la Marine Marchande	Fax: 212-2-273340
	Bd. Felix Houphouet Boigny	
	Casablanca	
	Morocco	
ROMANIA	Mr. Gheorghe Stroe	Tel.: +401-6157704
	Inspectorate for Civil Navigation	Fax: +401-6141506
	Dinicu Golescu Street No. 38	
	Bucharest	
	Romania	
	Mr. Jorj Unciuleanu	Tel.: 0040-41616431
	Chief of the Constantza Harbor Master	Fax: 0040-41618299
	Eliberarii Street No. 11A	
	Bl.1v 38, Sc. B. Ap.16	
	Constantza	
	Romania	
	Mr. Horia Tecuceanu	Tel.: 0040-41738300
	Administration of Navigable Canals	
	Ecluzei Street No. 1	
	Constantza	
	Romania	
	Mr. Mihail Grigorescu	Tel.: +401-3122528
	Chief Inspector	Fax: +401-6141506
Inspectorate for Civil Navigation		
Dimicugolescu Street 38		
Bucharest		
Romania		
Mr. Ciprian Popa	Tel.: +401 230 7595	
Attache	Fax: +401 230 7571	
Ministry of Foreign Affairs		
14 Modrogan Street		
Bucharest		
Romania		
RUSSIAN FEDERATION	Mr. Anatoli P. Riakhovski	Tel.: 926 1055
	1/4 Rozhdestvenka St.	Fax: 926 1052
	Moscow 103759	
	Russian Federation	
	Mr. Dmitri V. Gontchar	Tel.: 7-095 241 2825
	Smolenskaya - Sennaya 32/34	Fax: 7-095 241 1166
	Ministry of Foreign Affairs	
	Moscow	
	Russian Federation	

Mr. Alexei Kliavine
Deputy Head of Shipping Policy Division
Ministry of Transport
Moscow
Russia

Tel.: +7-095-926 1372
Fax: +7-095-924 2763

Mr. Alexandre Silachev
Ministry of Transport
Moscow
Russia

Tel.: 7-095-967-1845
Fax: 7-095-967-1841

Mr. Alexander Elishev
Head of Department
Border Control
Moscow
Russia

Mr. Victor Y. Kravtchenko
Novorossiysk Port Authority
GMDSS Centre
Moscow
Russia

Tel.: +7-86134-39619
Fax: +7-97134-39619

SLOVENIA

Mr. Jadran Petrinza
Uprava RS ZA Pomorstvo
Ukmarjev trg 2
6000 Koper
Slovenia

Tel.: +386 (0) 61 272290
Fax: +386 (0) 61 271447

SPAIN

D. Rafael Arias-Salgado Montalvo
Ministro
Ministerio de Fomento
Paseo de la Castellana, 68
Madrid

Dirección General de la Marina Mercante

D. Fernando Casas Blanco
Director General de la Marina Mercante
Ministerio de Fomento
Ruíz de Alarcón 1
28071 Madrid
España

Fax: (91) 597 9120

D. Manuel Nogueira Romero
Subdirector General de Tráfico, Seguridad y
Contaminación Marítima
Madrid

D. Juan A. Alonso Bernal
Jefe de Area de Comunicaciones

Tel.: (91) 597 9275

Fax: (91) 597 9287

D^a Juana Barceló Bennassar
Jefe de Negociado

D. Antonio Molinero
Jefe de Servicio

D. Luis Burgos
Jefe de Sección

D. Nestor Martinez Roser
Capitán Marítimo de Valencia

D. Francisco Ferrol
Jefe de Servicio

D. Francisco Javier Herce
Jefe de Area

Sociedad Estatal de Salvamento y Seguridad Marítima

D. Emilio Martín Bauza
Director de la Sociedad Estatal de Salvamento y Seguridad Marítima

D^a. Mercedes Cervera
Jefa del Gabinete del Director

D. Jaime Zaragoza Junyent
Jefe del CRCS de Barcelona

D. Juan Carlos Crespo Gonzalez
Jefe del CRCS de Valencia

SYRIA

Mr. Ghassan Abbas
Consular Affairs
Embajada de la Republica Arabe
de Siria en España
Plaza Plateria Martinez 1
Madrid
Spain

TUNISIA

Mr. Tarek Ben Hamida
Deputy Director
Ministry of Foreign Affairs
Head of Delegation
Tunis
Tunisia

Captain Abdelmoula Ben Ismail
Service National de Surveillance Cotiere
Ministry of Defence
Tunis
Tunisia

Tel.: 276 300
Fax: 561 804

Lieutenant Fathi Settey
Service National de Surveillance Cotiere
Ministry of Defence
Tunis
Tunisia

Tel.: 276 300
Fax: 561 804

Mr. Faical Lassoued
Deputy Director of Maritime Navigation
Ministry of Transport
Tunis
Tunisia

Tel.: 216-1-353241
Fax: 216-1-354244

TURKEY

Mr. Mithat Rende
Counsellor
Embassy of the Republic of Turkey in London
Turkish Embassy
43 Belgrave Square
London SW1X 8PA

Tel.: +44 171 393 0202
Fax: +44 171 393 0066

Mr. Ali Tulumen
Deputy Director General
Ministry of Transportation

Tel.: +90-312-212 3810
Fax: +90-312-221 3226

Captain Turhan Subasi
Turkish Naval Command/Ankara

Tel.: +90-312-4176250
(ext. 2093)
Fax: +90-312-4173065

Lt. Comdr. Fikret Hakguden
Turkish General Staff/Ankara

Tel.: +90-312-4021469
Fax: +90-312-4250813

Ms. Tulay Erken
Head of Department
Undersecretariat for Maritime Affairs/Ankara

Tel.: +90-312-2126515
Fax: +90-312-2129413

Mr. Sami Uzun
Turkish Coast Guard
Karanfil Sak.64
06100 Bakanliklar/Ankara
Turkey

Tel.: +90-312-4175050
(ext. 234)

Mr. Hadi Aarikan
Engineer
Turkish Telecom Directorate

Tel.: +90-312-3131222
Fax: +90-312-3131296

Ms. Emel Bulak
Legal Affairs Expert
Turkish Naval Command

UKRAINE

Captain Chaikovsky Leonid Paviovich
Deputy Director
Chief of Main State
Marine Inspection of Ukraine
Ministry of Transport of Ukraine
State Department of Merchant Marine
and River Transport
29 Shevchenko ave.
270058 Odessa
Ukraine

Tel.: (0482) 682784
Fax.: (0482) 683932

Mr. Boris Danilchenko
Head of State Rescue Co-ordination Centre
Department Sea and River Transport
Odessa
Ukraine

OBSERVERS

Mr. Juan Angel Serra
Prefecto
Servicio de Buques Guardacostas
Prefectura Naval Argentina
Av. Edison s/n - Darsena "E"
Puerto Buenos Aires - Capital Federal
Argentina

Tel.: 54(0)-1-3114337
Fax: 54(0)-1-3113859

Mr. Daniel Jorge Correa
Prefecto
Prefectura Naval Argentina
Edificio "Guarda Costa"
Av. Madero 235
Buenos Aires - Capital Federal
Argentina

Tel.: 54-1-318 7663
Fax: 54-1-3142678

Mr. Nestor Ramon Lagraña
Subprefecto
Prefectura Naval Argentina
Servicio de buques guardacosta
Av. Edison s/n - Darsena "E"
Puerto Buenos Aires - Capital Federal
Argentina

Tel.: 54-1-311 4337
Fax: 54-1-311 3859

Mr. Jack Gallagher
Superintendent
Rescue, Safety and Environmental Response
Canadian Coast Guard
P.O. Box 1000
Dartmouth
Nova Scotia
Canada B2Y 3Z8

Tel.: (902) 426 2292
Fax: (902) 426 4828
E-mail: gallagherj@dfo-mpd.gc.ca

Mr. Graham R. Hicks
(NUMAST) as the ICFTU representative
International Transport Workers' Federation
ITF House
49-60 Borough Road
London SE1 1DS

Tel.: +44 (0)171 403 2733
Fax: +44 (0)171 357 7871
E-mail: info@itf.org.uk

D. Jerónimo Hernández Riesco
Jefe de Área de Reestructuración de la Flota
Dirección General de Estructuras y
Mercados Pesqueros
Madrid (Spain)

D^a. M^a del Milagro García-Pertierra Marín
Instituto Nacional de Meteorología
Ministerio de Medio Ambiente
Camino de las Moreras s/n
Madrid (Spain)

D^a. Carmen Rodriguez Agustin
Subdirectora General de Relaciones Internacionales
Madrid (Spain)

D. Antonio Abad
Subdirector General Adjunto de Relaciones Internacionales
Madrid (Spain)

D. Alberto Moreno Rebollo
Madrid (Spain)

D. José Aurelio Esteban Casta
Comandante Militar de Marina

D. Manuel Gonzalez Solis Santander
Capitan de Corbeta
Instituto Hidrográfico de la Marina

D. Pedro José Roman Nuñez
Jefe del Departamento de Seguridad
Puertos del Estado

D. Marcelo Burgos Teruel
Jefe de Estudios IPEC

D. Ricard Mari Sagarra
Director del Departamento Ciencia e Ingenieria Náuticas
Universitat Politècnica de Catalunya
Barcelona (Spain)

D. Francisco Gimeno Gimeno
Jefe de Protección Civil
Delegación del Gobierno en Valencia
Valencia (Spain)

D. Miguel Serrano Carmena
Export Director Page Ibérica

D. Dionisio Rio Cuadrillero
Director Comercial de Electrónica Ensa, S.A.

D. Luis Rodriguez Valmayor
Servicio Marítimo de Telefónica

D. Cándido Alvarez
Vicepresidente de REMASA

D. Ernesto Atienza Martinez
Capitán de la Marina Mercante

D. José Eduardo Pardo Parga
Técnico de Telefónica

D. M. Bernardo Ameal Noya
Capitán de la Marina Mercante

D. Ramón Zaragoza Blasco
Oficial de la Marina Mercante

D. Luis Lazaro Rico

D. Anton Salgado Clavo
Oficial Radioelectrónico

D. Juan Calvo Jimenez
Oficial Radioelectrónico

D. Ignacio Navascues Rodriguez
Jefe Inspección Marítima

D. Felipe Cano Navarro
Inspector Radiomarítimo

D. Ricardo Catalá Fabregat
Inspector Seguridad Marítima

D. Francisco Aragones Carrión
Inspector Seguridad Marítima

D. Luis Diaz de Rivera
Capitán Marítimo de Gandia
Valencia (Spain)

D. José M. Trigo Verao
Oficial Radioelectrónico

D. Antonio Padial Sayas
Controlador CRCS de Valencia
Valencia (Spain)

Sr. Eladio Torrecilla Núñez
Capitán Marina Mercante
Controlador
Edificio Capitania Marítima

LECTURERS

Mr. Jon Johannessen
Head of Radio Licencing Department
Telenor Nett AS
P.O. Box 6701
N-0130 Oslo
Norway

Tel.: +47 22 779505
Fax: +44 22 360094

Mr. U. Hallberg
Head of MRCC
National Maritime Administration
MRCC Göteborg
P.O. Box 5158
S-426 05 V. Frölunda
Sweden

Tel.: +46 31 648021
Fax: +46 31 775 3927
E-mail:

Mr. Dan Lemon
Chief, SAR Co-ordination
United States Coast Guard (G-NRS)
Department of Transportation
2100 2nd Street, S.W.
Washington D.C., 20593-001
United States

Tel.: (202) 267 1582
Fax: (202) 267 4418

Lt. Cdr. A.C. Fuller FRIN
Manager
Maritime Safety Services Department
International Mobile Satellite Organization
99 City Road
London EC1Y 1AX
(United Kingdom)

Tel.: +44 (0)171 728 1465
Fax: +44 (0)171 728 1752
E-mail: andrew_fuller@inmarsat.org

Mr. Julio Melián Pérez-Marín
INTA
120/126
Estación Espacial de Maspalomas
Apartado 29
35100 Maspalomas
Gran Canaria
Spain

Tel.: 34-28-727 121
Fax.: 34-38-727-

E-mail:

Mr. Guy Beale
U.K. Hydrographic Office
Admiralty List of Radio Signals
Admiralty Way
Taunton
Somerset TA1 2DN
(United Kingdom)

Tel.: +44 (0)1823 337900
(ext.3641)
Fax: +44 (0)1823 334752
E-mail: guy@nprs.hydro.gov.uk

IMO SECRETARIAT

Mr. W.A. O'Neil

Secretary-General

Mr. E.E. Mitropoulos

Director, Maritime Safety Division

Mr. J. Rasmussen

Head, Navigation Section,
Sub-Division for Navigation and Cargoes,
Maritime Safety Division

Mr. E.O. Agbakoba

Senior Technical Officer, Navigation Section,
Sub-Division for Navigation and Cargoes,
Maritime Safety Division

Mr. A. Garofalo

Head, Conference Section, Conference Division

Ms. J. Navarro

Principal Secretary, Navigation Section,
Sub-Division for Navigation and Cargoes,
Maritime Safety Division

Address: 4 Albert Embankment, London SE1 7SR (United Kingdom)

IMO Phone No.: (0171) 735 7611
Fax No.: (0171) 587 3210

ANNEX 2

PROGRAMME FOR THE MEDITERRANEAN AND BLACK SEAS CONFERENCE ON MARITIME SAR AND THE GMDSS Valencia (8 to 12 September 1997)

Monday, 8 September 1997

Purpose of Conference and basic matters

Lecturer

09.00 - 10.20 - Registration

10.20 - 11.00 - Opening

11.00 - 11.30 - Coffee/tea break

11.30 - 11.50 - Development of the Global SAR Plan

E.E. Mitropoulos
(IMO)
VALENCIA/CONF.2

SAR matters

11.50 - 12.10 - The international convention on maritime search and rescue, 1979: Present status and requirements

J. Rasmussen
(IMO)
VALENCIA/CONF.3

12.10 - 12.30 - Rescue Co-ordination Centre (RCC) - Distress alert routing, identification of ships, 24-hour availability of RCCs

U. Hallberg
(Sweden)
VALENCIA/CONF.4

12.30 - 14.30 - Lunch break

GMDSS matters

14.30 - 14.45 - Global Maritime Distress and Safety System - Master Plan

G. Beale
(United kingdom,
Hydrographic Office)
VALENCIA/CONF.5

14.45 - 15.00 - GMDSS Training and Reduction of False Alerts (Also the Need for Sea Area A3 and LUT Facilities)

D. Lemon
(United States)
VALENCIA/CONF.6

15.00 - 15.15 - Inmarsat's role in the GMDSS

A. Fuller
(Inmarsat)
VALENCIA/CONF.7

- | | | |
|---------------|--|--|
| 15.15 - 15.30 | - Maritime Safety Information Broadcasts in the GMDSS | A. Fuller
(Inmarsat)
VALENCIA/CONF.8 |
| 15.30 - 15.45 | - COSPAS-SARSAT | Julio Melián Pérez-Marín
(Spain)
VALENCIA/CONF.9 |
| 15.45 - 16.15 | - Coffee/tea break | |
| 16.15 - 16.45 | - GMDSS and maritime radio facilities in the Mediterranean and the Black Sea regions | E. Blikrud
(Norway)
VALENCIA/CONF.10 |

Tuesday, 9 September 1997

Progress reports on national development of SAR organizations - GMDSS arrangements and facilities: Problems and needs

- | | |
|---------------|--|
| 09.30 - 11.00 | - Brief reports by Mediterranean sea countries represented |
| 11.00 - 11.20 | - Coffee/tea break |
| 11.20 - 12.30 | - Brief reports by Mediterranean sea countries represented (continued) |
| 12.30 - 14.30 | - Lunch break |
| 14.30 - 15.00 | - Brief reports by Mediterranean sea countries represented |
| 15.00 - 16.00 | - Brief reports by Black sea countries represented |
| 16.00 - 16.30 | - Tea/coffee break |
| 16.30 - 17.30 | - Discussion of problems of SAR organizations and GMDSS shore-based facilities and related matters. Establishment of regional Panels for the: <ul style="list-style-type: none"> - Eastern Mediterranean sea region; - Western Mediterranean sea region; and - Black sea region |

Wednesday, 10 September 1997

Regional panel discussions

- 09.30 - 11.00 - Regional panel discussions:
- review of information contained in the SAR and GMDSS circulars relating to the two regions
 - review of national SAR areas of responsibility
 - review of available GMDSS shore-based facilities in the two regions
 - review of the routing of distress and safety communications in the two regions
 - any additional recommendations by the regional panels
 - review of arrangements for the co-ordination of the broadcast of Maritime Safety Information in the regions and recommendations for improvement, as necessary
 - review of planned facilities in the two regions
 - identification of additional facilities required in the two regions
 - identification of training needs for countries in the two regions
 - review of co-operation agreements in the two regions and recommendations for additional co-operation agreements, as necessary
- 11.00 - 11.30 - Coffee/tea break
- 11.30 - 12.30 - Regional panel discussions continued
- 12.30 - 14.30 - Lunch break
- 14.30 - 16.00 - Regional panel discussions continued
- 16.00 - 16.20 - Tea/coffee break
- 16.20 - 17.30 - Reports by Rapporteurs of the regional panels and Co-ordinators - General discussion

Thursday, 11 September 1997

- 09.30 - 11.00 - Consideration of the Mediterranean and Black Sea SAR plans:
- Preparation of integrated provisional SAR plans for the Mediterranean Sea and the Black Sea
 - Compatibility with aeronautical SAR plans
 - Bilateral agreements on limits of SAR regions
 - Co-operation between RCCs in:
 - SAR operations, combined training exercises
 - intercommunications, etc.
 - Manning of RCCs
 - Other matters related to the two SAR plans prepared
- 11.00 - 11.30 - Coffee/tea break
- 11.30 - 12.30 - Discussion on training and other technical co-operation needs in SAR and GMDSS in the Mediterranean and Black Sea regions
- 12.30 - 14.30 - Lunch break
- 14.30 - Field trip

Friday, 12 September 1997

- 10.00 - 11.00 - Introduction, consideration and adoption of Conference resolutions
- 11.00 - 11.20 - Coffee/tea break
- 11.20 - 12.30 - Consideration and adoption of Conference report
- 12.30 - Award of certificates of attendance
- Close of the Conference

ANNEX 3

INFORMATION PROVIDED ON NATIONAL SAR FACILITIES

ALBANIA

1 The Harbour Master's Office at present co-ordinates all maritime search and rescue in Albania's waters. For this purpose the harbour master uses the aircraft and ships belonging to the Navy. The only coast radio station in Albania is the Durrresi Radio station which is connected to the harbour master's office and to the military radiocommunication facilities. Albania is in the process of establishing a separate maritime search and rescue organization with its own rescue co-ordination centre and is appealing for assistance generally in this regard from its neighbouring countries particularly from Italy.

BULGARIA

2 The SAR organization in Bulgaria consists of two rescue co-ordination centers - RCC Varna and RCC Bourgas. The following rescue units are owned by the SAR organization: two fast rescue boats equipped also for environmental protection, several rescue boats, a rescue tug and a fire-fighting tug. Search helicopters from the Navy and the Air Force are available.

3 Bulgaria has established sea area A2 under the GMDSS. The establishment of sea area A1 is planned to become operational in 1998 and will consist of three base stations, each of which will be operating a number of remote stations. The base stations themselves are remotely controlled from an Operational, Controlling and Switching Center (OCSC), where the equipment for MF DSC is also situated.

4 Since 1987 Varna Radio renders a NAVTEX service for the Black Sea. The traffic details of the stations (Varna Radio and Bourgas Radio) with regard to promulgation of MSI are published in all relevant ITU publications and also in the ALRS. The system is so structured that other organizations (RCC, medical institutions, fire brigades etc.) are given line priority if needed. A well structured complex of activities during SAR and pollution operations exists.

CROATIA

5 The SAR Organization in Croatia is located in the Ministry of Transport with its headquarters in the Croatian Capital of Zagreb. The MRCC is the Harbour Master's office in Rijeka and there are six sub-centres in the harbour masters' offices in Pula, Zadar, Šibenik, Split, Plôce and Dubrovnik. There are 64 alerting posts connected to the harbour masters' offices along the Croatian coasts with 16 rescue boats and 4 rescue vessels based in the harbour master's office and branch offices. By special arrangement between the SAR Organization and providers, 22 tugs and 5 specialized units are available to the harbour masters for SAR purposes or for pollution prevention. There are also available 10 short range aircraft.

6 The NAVTEX station in Split broadcasts in English 6 times a day. An A1 sea area as described in the GMDSS Master Plan was declared from 1 February 1995. The Harbour Master's office in Rijeka is equipped with VHF DSC and all 64 alerting posts are equipped with VHF. Croatia has 7 institutions conducting training for GMDSS radio operators.

7 The Croatian Coast Guard is part of the Ministry of Maritime Affairs, Transport and Communications and performs the following tasks:

- search and rescue operations in the territorial and internal waters of the Republic of Croatia; and
- administrative work, which includes registering of ships and boats in the first place, and the organization of professional exams, the issue of crew members of the Croatian merchant navy with appropriate certificates.

8 The Croatian Coast Guard consists of the Coast Guard Headquarters in Zagreb and commands the North Adriatic from Rijeka, the Middle Adriatic from Split, South Adriatic from Dubrovnik and has eight District Commands from Harbour Master Offices.

9 Coast Guard ships, boats and aircraft are distinctly marked. The Coast Guard is financed from the budget of the Republic of Croatia.

CYPRUS

10 Cyprus is Party to the 1979 SAR Convention and in accordance with the provisions of the Convention has established a joint aeronautical and maritime rescue co-ordination centre (RCC Larnaca), which maintains a 24-hour radio watch.

11 The RCC covers the Cypriot maritime search and rescue region which is the same area as the Nicosia Flight Information Region (FIR).

12 The RCC is the unit responsible for co-ordinating the conduct of all SAR operations within the SRR as well as for investigating any information that a distress situation is or appears to be in the SRR or anywhere else (if it is the first RCC). RCC Larnaca is expected to be equipped with three (3) Inmarsat SESs in the near future to improve its capabilities.

13 Search and rescue units are available in Cyprus and can be mobilized within 15 to 60 minutes, depending on whether it is day or night.

14 With regard to the GMDSS, Cyprus is planning to establish A1 and A2 sea areas and also to establish HF DSC service. NAVTEX service is operational.

ARAB REPUBLIC OF EGYPT

15 The SAR facilities in Egypt consist of RCCs Cairo and the Suez Canal Authority in addition to the Egyptian Port Authority and the Port and Lighthouse (P & L) Administration.

16 Since the Toulon Conference Egypt has received from IMO and the Canadian Coast Guard proposals on SAR and VTS in the Gulf of Suez.

17 The coast radio stations have been modified to provided radiotelex service, which is now under trial. NAVTEX service has been provided since 1987.

18 Egypt plans to establish before June 1998, a VTS for the Mediterranean and the Red sea and also for the Gulf of Aqaba near Sharm el Sheikh. A VTS system, including a ship reporting system, for the Gulf of Suez is planned before June 1999. Following this Egypt plans to ratify the 1979 SAR Convention.

FRANCE

19 The Regional Centres for Surveillance and Rescue Operations (Centres Régionaux Opérationnels de Surveillance et de Sauvetage (CROSS)), or Maritime Rescue Co-ordination Centres (MRCC) fulfil the functions required under the Hamburg Convention, 1979, and provides the following services:

Maritime search and rescue (SAR)

Maritime traffic surveillance and control (SURNAV)

Marine fishing surveillance and control (SURPECHE)

Marine pollution surveillance and control (SURPOLL)

The five CROSS, which are located along the French coasts, namely:

Griz-Nez	Griz-Nez MRCC	Established 1975
Jobourg	Jobourg MRCC	Established 1970
Corsen	Corsen MRCC	Established 1980
Etel	Etel MRCC	Established 1967
La Garde	La Garde MRCC	Established 1968

are responsible to the Ministry of Town and Country Planning, Regional Development and Transport.

20 Some have subsidiary centres, called Maritime Rescue Sub-Centres (Sous-CROSS).

21 The Etel MRCC, for example, has a sub-centre at Soulac, near Bordeaux. The La Garde MRCC has a sub-centre in Ajaccio, Corsica, which is open throughout the year at different times according to seasonal maritime activities (from 0700 hours to 1900 hours in the winter months and from 0700 hours to 2300 hours during the summer months).

22 The organization of maritime search and rescue in France owes its special features to an efficient administration and to the fact that the MRCCs, which have no resources of their own, activate, supervise and co-ordinate the sea and air facilities of various government departments in order to carry out search and rescue operations.

23 To fulfil its various functions the La Garde MRCC (phonetically referred to as MRCC-Med - CROSS-MED) operates a permanent 24-hour watch 365 days of the year.

24 Search and rescue operations are conducted by the search and rescue mission co-ordinator (SMC) under the authority of the MRCC Director and in exercise of the responsibility held by the Port Admiral whose permanent representative is the MRCC Director.

To fulfil search and rescue functions the SMC:

activates all necessary sea, air and surface facilities, both public and private, which appear the most suitable for the operation in question, taking into account any particular circumstances,

directs and supervises all operations, co-ordinates all facilities.

25 **Medical assistance at sea:** In close co-operation with the Centre de Consultation Médicale Maritime in Toulouse (CCMM Toulouse) and the Services d'Aide Médicale Urgente (SAMU - emergency medical units), and acting on the advice of doctors, the centre provides necessary medical assistance to seafarers in distress.

26 **Distress beacons:** As a focal point for the Mediterranean, the La Garde MRCC receives from FMCCC Toulouse (French Mission Co-ordination Centre) and the Etel MRCC any alerts transmitted by distress beacons on 406 MHz and by beacons transmitting on 121.5 and 243 MHz.

27 Depending on the area from which the alert is transmitted, the La Garde MRCC contacts its counterparts in the area concerned for information and to co-ordinate possible action.

France has declared sea areas A1 and A2. With regard to sea area A1, 14 stations are available.

NAVTEX service is provided. MRCC La Garde receives alerts from Cospas-SARSAT through the MCC in Toulouse.

28 SAR facilities available:

French Lifeboat Institution (SNSM)	51 rescue craft and launches exclusively for SAR
National Navy and Air Force	maritime and air facilities
Customs authority	22 vessels, 5 aircraft, 3 helicopters
National Gendarmerie	15 light craft, 4 helicopters
Maritime Affairs Department	6 vessels
Civil Defence	8 helicopters
Fire brigades	vessels
Principaute de Monaco	vessels

GEORGIA

29 Georgia plans to establish sea areas A1 and A2.

The State Rescue Co-ordination Centre (MRCC Georgia) and the coast radio station Batumi Radio are in the port of Batumi. The regional Rescue Sub-Centre (RSC Poti) and the coast radio station Poti Radio are in the port of Poti.

30 The creation of a new RSC in Sukhumi (sea areas A1 and A2) and of two new coast radio stations in Ochamchira and Pitsunda (sea area A1) is planned. Georgia is investigating the establishment of SafetyNET in NAVAREA III and a NAVTEX station.

31 Georgia is updating its marine rescue resources by the addition of special rescue vessels and also hopes to obtain technical support in this regard.

GREECE

32 In view of the extensive coastline, numerous islands and dense local and through traffic, SAR services have been provided by Greece for many decades. In 1968 the Search and Rescue Centre was established as a co-ordination centre, to perform SAR operations, in accordance with the requirements of the 1960 SOLAS Convention. After two decades, in 1987, the above Centre and the corresponding Air Force Centre were merged, for the co-ordination of naval and air force services, and the unified centre was named "Joint Rescue Co-ordination Centre of Greece" (JRCC). Since then, Greece, through JRCC, has successfully met its obligations under the 1979 SAR Convention.

33 The JRCC, which is located in Piraeus, is supported by five (5) RSCs, located in Thessaloniki, Chania, Rhodes, Patra and Mitilini.

34 The Greek SAR area is divided into sub-areas for practical reasons. SAR information for Greece is included in SAR.3/Circ.5. The SAR resources of Greece consist mainly of rescue and patrol boats, helicopters and patrol aircrafts, namely:

6	Patrol aircrafts
14	Helicopters
9	Offshore Patrol Vessels
36	Coastal Fast Patrol Boats
80	Harbour Fast Patrol Craft

10 new rescue vessels for the high seas are under delivery. Additionally the supply of six SAR all weather helicopters is in the evaluation phase and is likely to be ordered by the end of 1997. The JRCC is considering a ship plotting system to strengthen the SAR service at sea. The Ministry of Mercantile Marine has finalized the technical specifications for the establishment of a VTMS, which will cover at the first stage the area of Piraeus port and the Ionian Sea area. As a second stage a network of VTS stations which will cover the Aegean Sea and will be connected to the JRCC is planned and the specifications have been finalized.

35 The JRCC is planning to provide a ground segment facility in the COSPAS-SARSAT system by the installation of a Local User Terminal (LUT/MCC). Two Inmarsat SESs (Inmarsat-A and Inmarsat-C) are installed in the JRCC.

36 For the GMDSS Greece has established sea area A2 and had planned the establishment of sea area A1, which is expected to be operational by the end of 1997. Furthermore Greece has a CES for Inmarsat-A and Inmarsat-C services through CES Thermopylae, which is connected directly to the JRCC.

37 Greece provides SAR MSI via the Inmarsat SafetyNET system for the East Atlantic and the Indian Ocean regions. The JRCC also participates in the common broadcast of distress information between RCCs via the SafetyNET system.

38 NAVTEX services are provided by three stations and the JRCC provides SAR information in this system.

ISRAEL

39 The Administration of Shipping and Ports has completed the construction of a "situation room" which is intended to handle search and rescue and also major ecological disasters.

40 The situation room is equipped with all necessary communication systems including GMDSS in VHF and MF bands.

41 There is full DSC VHF coverage on the Mediterranean coast and the coastal stations listen to channels 70 and 16. A NAVTEX station is in operation from Haifa with a coverage of about 400 nm radius. Distress calls are received in the coast radio station in Haifa by units belonging to the navy and the airforce.

ITALY

42 Italy ratified the 1979 SAR Convention on 3 April 1989 and adopted the executing Regulation, in accordance with which an Italian maritime search and rescue organization was established, on 28 September 1994.

43 The Italian Coast Guard Headquarters has been appointed as MRCC Rome and has the lead and the responsibility for all activities relating to maritime search and rescue service. In accordance with the provisions of the Convention, MRCC Rome has issued a national maritime SAR plan, which provides for the functional organization of SAR services in the Italian region. Under the authority and co-ordination of MRCC Rome there are 13 MRSCs, each of which performs co-ordination and execution of maritime SAR operations in its own area of responsibility.

44 The 371 Coast Guard Harbour Offices are identified as "coast watching units" and can order the deployment of the aeronautical rescue units stationed in their own jurisdictional areas and maintain tactical command of them.

The Coast guard operates its own "fleet" which comprises of 390 boats of different types and sizes:

- 1 oceanographic ship;
- 9 high sea long endurance patrol vessels;
- 17 high sea medium endurance patrol vessels;

- 34 fast high sea patrol vessels;
- 24 special fast rescue boats;
- 144 coastal multi-purpose boats;
- 57 minor patrol boats for local coastal purpose;
- 92 rubber boats for beach service;
- 12 anti pollution vessels.

In addition to surface resources it has an aircraft section composed of:

- 3 fixed wing aircraft flight groups:
12 Piaggio P166 DL3
- 1 rotating wing flight group
8 Augusta AB - 412 helicopters

45 In order to assist in accomplishing the tasks of safety of navigation, safety of life at sea and marine pollution prevention, and to support search and rescue activity by helping to co-ordinate employment of personnel and craft, the Italian SAR organization has implemented an integrated computerized system capable of assisting in better handling of the available resources. This system - named NISAT (Advanced Technology Information System for Navigation) - is composed of a number of sub-systems, which are entirely integrated. Amongst these sub-systems are the following: ARES (Italian ship reporting system), MAREM (Maritime environmental emergency: reports on accidents at sea), MHS (message handling and switching) and DATABASES on type, number and location of available resources and also NAVTEX (application software for international Navtex service management), HAZMAT (EU dangerous goods movement at sea reporting system) and DAM (marine environmental data).

46 42 VHF DSC stations and 9 MF DSC stations have been established and are ready to become operational. The up to date list of MMSIs assigned to Italian ships is available 24 hours a day at MRCC Rome. 4 Navtex stations are established in Rome, Cagliari, Augusta and Trieste.

47 The Italian CES at Fucino operates Inmarsat A, B, C and M on AOR-E and IOR. MRCC Rome is directly linked to CES Fucino and has direct access to the databank of the list and identities of Italian ships fitted with Inmarsat SES.

48 A LUT and an associated MCC for Cospas-SARSAT is located at Bari. An up to date databank of serial numbers and associated identities of 406 MHz EPIRBs installed on board Italian ships is maintained.

REPUBLIC OF LEBANON

49 At the Toulon Conference in September 1995 Lebanon reported briefly that all its equipment and aids to navigation had suffered deeply from the civil war.

50 First steps are now being taken to rebuild the equipment and infrastructure, and there is a project for the installation of a radar, VHF and light houses along the sea coast of Lebanon.

51 Within a few months the installation of this equipment in both Beirut and Tripoli will commence. With regard to search and rescue, Lebanon has no airplanes and professional boats to deal with any accident and this is due mainly to the difficult financial situation at present.

MALTA

52 Malta's area of responsibility for search and rescue coincides with the Malta Flight Information Region (FIR). The Armed Forces of Malta (AFM) deal with SAR operations. The Department of Civil Aviation (DCA) operates jointly with the AFM in the event of an aeronautical incident.

53 In order to conduct SAR missions the AFM operates radio stations, air and sea craft, and avail themselves of the services provided by the Air Traffic Services, Malta Radio Coast Station, the Wireless Telegraphy Department and the Malta Maritime Authority.

54 The RCC is operated by the AFM from their operations centre at Luqa Barracks and is manned round the clock. The RCC is equipped with HF, VHF(FM) land and maritime radiotelephone, and with VHF(AM) aeronautical radiotelephone, as well as with telephones, telex, fax and a direct telephone link with the Air Traffic Control Centre.

55 The AFM has a number of aircraft which may be used for SAR missions at sea, such as PBN Islander, AB212 helicopters, Alouette III 316B helicopters and others.

56 The AFM operates a number of patrol boats which vary in size from 15 and 52 metres, and in speed from 12 and 20 knots. The small boats are equipped with VHF (FM) land and maritime communications and with radar. The larger boats are also equipped with HF radio. All boats can be utilized as rescue boats for inshore and offshore incidents. On many occasions they have been used for co-ordinated SAR missions with AFM helicopters.

57 In order to ensure that all personnel involved in SAR are proficient in SAR operations, recurrent training is carried out by helicopter and patrol boat crews. For a number of years the AFM have also been participating in SAR joint exercises organized by the West-Med Organization and, lately, also with the Italian Navy.

58 Malta Maritime Coast Radio Station is operated by Telemalta Corporation. The introduction of VHF DSC and MF DSC is scheduled for 1998.

59 Malta Radio has been providing the NAVTEX service since 1990. The station's ID is letter "O" and operates in Navarea III. It transmits navigational and meteorological warnings and urgent information, including electronic Navaid messages, for the Central Mediterranean. It covers a radius of 400 miles.

60 Search and rescue messages and gale warnings are transmitted on receipt in the following scheduled transmission.

61 As part of the World-Wide Navigational Warning Service, Maltaradio broadcasts, the Navarea III warnings which pertain to the Central Mediterranean on its VHF and MF working frequencies.

MONACO

62 By virtue of its geographical location, its history, its long maritime tradition and the initiatives of its Prince, the Principality of Monaco, as a sovereign and independent State, has always maintained close and beneficial links with the sea.

63 Monaco's territorial waters, the territorial limits of which were reaffirmed by a demarcation convention with France on 16 February 1984, carry a steady and considerable volume of maritime traffic. Monaco's ports, which are international pleasure craft centres, accommodate yearly more than 140 stopovers by cruise liners and record 3,600 movements of pleasure craft, some of which are the most prestigious craft in the Riviera.

64 To avert the dangers posed by this dense volume of traffic, the Principality has sought to equip itself with the necessary facilities enabling it to monitor its territorial waters and maritime rescue operations in order to meet the requirements of paragraphs 2, article 98, of Annex II of the United Nations Convention on the Law of the Sea.

65 A sovereign order signed by His Serene Highness the Sovereign Prince Rainier the Third has, since 1960, designated the responsibility of maritime rescue missions to the Public Security Force. One of its divisions - the Maritime and Airport Police Division - is responsible for deploying maritime rescue resources, for maritime training of seafaring personnel and for maintaining rescue vessels and crews in a fit state.

Search and rescue services

66 Whilst the Principality of Monaco has ratified the International Convention on Maritime Search and Rescue, 1979 and the SOLAS Convention, it has not established any search and rescue coordination centre of the MRCC-type or any radio watch station to pick up alerts from distress beacons transmitting on 406 MHz, 121.5 and 243 MHz frequencies. However, Monaco does possess a maritime radio station which keeps a watch on channel 16 VHF between 0700 and 2300 hours and which regularly broadcasts coastal weather reports. This general policy is explained by the presence in this area of the Western Mediterranean of two maritime rescue coordination centres, one French, the other Italian, in the adjoining search regions.

67 To ensure reliable rescue operations at sea in its territorial waters and in the area immediately around them, the Principality of Monaco has two SAR units, as follows:

- 1 A permanently available self-righting, insubmersible, 17.60 metre rescue launch, of 22.5 gross tonnage, which is identical to those operated by the Société National de Sauvetage en Mer (SNSM - French national lifeboat institution). With a maximum speed of 18 knots and a cruising range of 450 nautical miles at 14 knots, it is well equipped with VHF and radiocommunication facilities on the 2,182 kHz frequency and is fitted with radar, navigational aids and a GPS.

Depending on the size of the operation, the launch is manned by four or five officials of the Maritime Police, two of whom are required to be qualified divers. If the operation involves fire-fighting, the launch can also accommodate several professional firemen with the appropriate fire-fighting equipment. Its authorized area of activity is within a circle of 30 nautical miles around the Principality.

- 2 A rigid, 9.3-metre rubber boat of Italian manufacture equipped with two 200 hp outboard motors capable of reaching a speed of 42 knots in good weather conditions, manned by a crew of three or four, is used in calm weather conditions in the immediate vicinity of the coast or for search operations which do not require a prolonged presence in the search area.
- a land watch is maintained twenty-four hours a day, and rescue operations are launched almost immediately;
 - the number of rescue operations is roughly the same from year to year: 47 in 1994, 45 in 1995 and 33 in 1996.

68 Personnel manning lifeboats must have undergone maritime training and subsequently have received specialist training in rescue operations.

69 Divers form part of a diving unit in underwater rescue operations. They receive basic training at the French Police Force Divers' Training Centre.

70 Crews undergo regular training at sea.

MOROCCO

71 The Kingdom of Morocco has approximately 3,500 kilometres of coast exposed on the Mediterranean sea and the Atlantic Ocean.

72 SAR and safety of navigation services are the responsibility of the Directorate of Merchant Marine. One Rescue Co-ordination Centre (RCC) at Casablanca and 11 Rescue Sub-Centres (RSC) are currently in operation. The units currently available are 8 vessels with a length of 20 metres, a breadth of 5 metres and a cruising range of 48 hours. Four new vessels will be delivered in December 1997. The national SAR plan involves the Royal Navy, the Royal Air Force, the Police etc.

73 Personnel assigned to search and rescue duties undergo continuous training by attending training courses organized with the assistance of the RNLI and the SNSM.

74 Morocco is to commission the Tangier VTS in the Strait of Gibraltar towards the end of 1998. As well as fulfilling the tasks devolving on the system through IMO resolutions, the control tower will if necessary co-ordinate search and rescue operations.

75 Within the framework of co-operation in search and rescue operations and pollution control, the Governments of Morocco and Spain signed an agreement in February 1996 during the course of a meeting of the Morocco-Spain Main Committee.

76 In this regard, Morocco enjoys an excellent co-operative relationship with Spain and the Spanish Merchant Navy responds favourable whenever it is called upon.

ROMANIA

77 Romania has, on the western part of the Black Sea coast, 246 km and four maritime ports (Constanta, Mangalia, Midia and Sulina). Constanta has an annual traffic of about 10,000 sea-going ships and around 20,000 river boats.

78 The maritime authority responsible for SAR operations in Romania is the Ministry of Transport through the State Inspectorate of Civil Navigation. RCC is Constanta Harbour Master's office together with three RSCs located in the Harbour Masters' offices in Mangalia, Midia and Sulina.

79 A VTS system forming part of the Department of the Harbour Master in Constanta, having around the clock watch, ensures radio and radar surveillance of the adjacent waters.

80 According to Romanian law, the Harbour Master co-ordinates SAR activities in the territorial waters and adjacent international waters.

81 Resources involved in SAR activities are divided as follows:

- Permanent forces, belonging to the SAR Group;
- Other civilian forces, belonging to the Coremar and Petromar Companies; and
- Forces belonging to the Navy and the Air Force acting at the request and under the command of the Harbour Master in accordance with the Protocol signed between the Ministry of Transport and the Ministry of Defence.

82 In SAR operations helicopters from the Air Force and from the Petromar Company are used. Romania has no search aircraft.

83 There is a SAR plan including all naval and air units used for SAR and also the modalities to alert them. Romania has declared A1 and A2 sea areas and by the end of 1997 an Inmarsat B SES is planned for installation at MRCC Constanta.

84 Romania expects to ratify the 1979 SAR Convention in the near future and is already applying the relevant provisions of that Convention. Joint Romanian naval/air units and U.S. Coast Guard units have carried out SAR exercises.

RUSSIAN FEDERATION

85 The State MRCC is in Moscow and a number of other MRCCs (Murmansk, St. Petersburg, Novorossisk, Astrekhon, Vladivostok) and MRSCs (Arkhangelsk, Kholmsk, Petropavlovsk-Kamchatskiy and Tiksi) exist. All MRCCs and MRSCs are fully financed by the Federal Government.

86 The main tasks of the State MRCC are as follows:

- to provide for the implementation of the requirements of the SAR Convention;
- to organize and co-ordinate the activities of the maritime and aeronautical rescue services;

- to co-ordinate the activities of the MRCCs and MRSCs;
- to co-ordinate the activities of the foreign rescue units in joint search and rescue operations in accordance with the international agreements and arrangements of the Russian Federation;
- to plan, organize and conduct joint exercises with foreign partners;
- to provide 24 hour watchkeeping; and
- to work out measures for the fulfilment of the obligations of Russia related to the implementation of international agreements on search and rescue.

87 The State MRCC and other MRCCs have at their disposal all necessary means of communication to establish due connection between coast stations and Russian and foreign rescue units. This includes telex, fax and telephones, as well as radio and satellite facilities. The State MRCC has a direct link to the COSPAS-SARSAT MCC.

88 At present there are 9 marine units, 3 helicopters and one fixed wing aircraft on permanent duty for SAR in the Novorossisk area, 1 rescue unit in Gelendjik, 1 rescue unit in Tuapse, 1 rescue unit in Sochi, 1 rescue unit in Anape, 2 rescue units in Temriuk, 1 rescue unit in Kaukaz, 3 rescue units in Sevastopol and 1 rescue unit in Feodosia to provide for prompt and effective SAR operations.

89 In addition, the State MRCC is capable if the need arises of directing significant SAR assets of the Russian Navy, Air Force and the Federal Border Patrol Service as well as from the Civil Defence Ministry to render assistance in SAR operations at sea.

90 Trials are being carried out with VHF DSC stations in the Black Sea and A1 area for the Russian Black Sea Coast is expected to be established in the second half of 1998. A2 area in the Black Sea is expected to be established in the first part of next year.

SLOVENIA

91 Slovenia has established an MRCC at the Harbour Master's Office in Koper which is a branch of the Slovenian Maritime Directorate.

92 It covers all the Slovenian territorial seas which extend over approximately 250 square kms, and the coast of approximately 46 kms. Continuous watch is kept on VHF channel 16 and DSC channel 70. The working channel is channel 12. The VHF station is remotely controlled from Koper Harbour Master's Office (MRCC).

93 There are three units owned by the MRCC: One patrol boat with a length of 11.20 m and a speed of 25 knots, 2 smaller boats with a length of about 5 m and a speed of 30-35 knots. In addition 4 tugs and a police vessel are available.

94 If required, vessels and craft of the Slovenian Navy are available. Ratification of the SAR Convention is planned in the next year. Agreement with neighbouring countries on SAR will be sought. Co-operation with Italy and Croatia is already in force and working well.

SPAIN

The maritime search and rescue agency

95 The maritime SAR agency in Spain is established by law to provide maritime search and rescue services and to prevent marine pollution. In doing this, the agency uses its own resources and those of other organizations with which it has entered into agreements.

96 Spain has responsibility for an area of one million, four hundred thousand square kilometers in the Atlantic, Mediterranean, Strait of Gibraltar and the Canary Islands for maritime SAR. It has agreements on maritime SAR and pollution prevention with France, Portugal, Morocco and the European Union (1990 Lisbon Convention) and with France and the North European Countries (Germany, United Kingdom, Belgium, Denmark, Netherlands, Norway and Sweden) 1990 Bonn Agreement.

97 The Ministry of Public Works, Transport and Environment as the co-ordinating body for search and rescue and pollution prevention has formal agreements with the Ministry of Defence, the Ministry of the Interior, the Ministry of Economy and Finance, the Autonomous Regions of Galicia, Andalusia and Valencia, the Spanish Red Cross, the Spanish Naval League and the Royal Automobile Club of Catalonia for co-operation and for the use of their resources when required for SAR and pollution prevention operations.

Maritime rescue co-ordination centres and vessel traffic services

98 The MRCC/VTs centres are responsible for initiating and co-ordinating all maritime search and rescue missions for ships or persons requesting assistance in the maritime areas assigned to Spain, as well as for the surveillance and control of maritime traffic.

99 Whenever necessary, the co-ordination centres may ask related authorities for help and for the use of their resources.

100 The Spanish service maintains close contact with equivalent organizations world-wide, especially with neighbouring countries, through the national maritime rescue co-ordination centre based in Madrid.

101 Each specific co-ordination centre is the competent authority for:

- the evaluation of all information concerning any maritime emergency;
- considering which are the appropriate air-sea resources to take part in the operation;
- appointing, when necessary, the On-Scene Commander or the Co-ordinator surface search;
- requesting specific actions from any vessel taking part in the operation;
- requesting specific actions from any aircraft taking part in the operation, if appropriate, through the corresponding Rescue Co-ordination Centre;
- deciding, in consultation with other authorities, when maritime SAR operation should be considered ended;

- the surveillance and prevention of maritime accidents;
- the surveillance and control of maritime traffic;
- the co-ordination of maritime rescue;
- controlling and combatting marine pollution;
- navigational warnings for maritime safety;
- support and information to the maritime administration and port authorities; and
- co-operating and co-ordinating with the emergency plan of each harbour.

102 The maritime rescue co-ordination centres and vessel traffic services responsible for maritime search and rescue, are located at strategic points in the ports. They provide information to the National Maritime Rescue Co-ordination centre and take on the co-ordination and direction of the operations which take place in their areas of responsibility.

103 The centres are presently located at:

the mediterranean zone: Barcelona, Tarragona, Palma de Mallorca, Valencia, Almeria and Tarifa.

rest of the zones: Bilbao, Gijón, La Coruña, Finisterre, Las Palmas, Tenerife, Tarifa and the National Centre based in Madrid.

104 In the near future the following will be operative: Castellón, Alicante, Cartagena, Málaga, Algeciras, Cadiz, Huelva, Vigo and Santander.

105 In accordance with the National Plan, a total of 22 centres are expected to be operative along the Spanish coast by the end of 1997:

- 1 National centre located in Madrid
- 2 Zonal centres. Tarifa and Finisterre
- 8 Regional centres
- 11 Local centres

106 All the staff in the centres are highly qualified, with wide experience in merchant ships as captains, mates and radio officers.

107 All centres and the air-sea resources are on permanent stand-by throughout the year, in order to respond immediately to any maritime emergency, under the direction of the corresponding Co-ordinating Centre.

Radiocommunication equipment

108 The radiocommunication equipment set up in MRCC/VTS of Barcelona, are described in the following lines. Other stations have similar equipment:

- **Radar band "S" and "X":**

To locate, control and follow up maritime traffic in transit or proceeding inward or outward from Barcelona or other ports within the area of coverage.

- **VHF Direction finder and VHF marine band:**

The VTS keeps a permanent listening watch on VHF channel 16 and has also 2 other work channels.

- **Digital selective call:**

The centre keeps permanent listening watch on metric, decametric and hectometric waves in accordance with the frequencies established by the GMDSS.

- **MF and HF:**

The VTS maintains a permanent listening watch on distress frequency of 2.182 kHz and keeps a permanent listening watch on the other five frequencies in scanning mode.

- **Radiotelex:**

The centre possesses a 2.174,5 kHz frequency for distress and safety communications in accordance with the GMDSS.

- **VHF aerial band:**

To establish communication with airplanes or helicopters.

- **Tape and video recorder:**

For recording all audio and video communications carried out in the centre.

- **Direct telephone link:**

To establish direct contact with harbour master's office, port authorities office and pilot stations. Furthermore, the centre possesses a free call phone number, so that the public can inform quickly about any distress situation.

- **TV cameras:**

The centre has 6 TV monitors which show the real image of different places in the harbour. The system makes possible the visual tracking of the inner traffic and berthing control.

- **Meteorological station:**

The centre broadcasts periodical weather reports and gale warnings based on external and own meteorological information.

- All the communications systems are duplicated.

TUNISIA

ORGANIZATION

109 Search and rescue operations in Tunisia are carried out by the Service National de Surveillance Côtière (SNSC) under the authority of the National Navy command.

110 The SNSC has a main maritime rescue coordination centre in Tunis and four subcentres in Bizerte, Kelibia, Sousse and Sfax, as well as a signalling network stretching over the entire Tunisian coastline and enabling a continuous radar and radio watch to be maintained.

111 The SNSC also has a coordination committee on which all the Government departments connected with maritime activities are represented, including the Ministry of the Environment.

FACILITIES

Watch facilities:

- a signalling network covering the entire coast, enabling a permanent radar and radio watch to be maintained.
- coast radio stations operating under the supervision of the Ministry of Communications and which are responsible for maintaining a permanent radio watch. This infrastructure is constantly being consolidated and adapted.
- harbour authorities of national ports and fishery harbours are in permanent radio contact with all sea users.
- National Navy, SNSC, National Coast Guard and Customs units carry out sea patrols.

Rescue services and rescue facilities

National Navy:

- rescue coordination centres
- naval units
- tugs

National Air Force:

- patrol aircraft
- helicopters

Service National de Surveillance Côtière (SNSC):

- rescue coordination centres and rescue subcentres
- naval units

Hydrographic Service (nautical information)

Lighthouse and Beacons Service (signalling)

National Meteorological Institute

National Maritime Guard:

- naval units

Merchant Marine:

- patrol vessels

Office des Ports Nationaux Tunisiens (OPNT):

- tugs

SAROST and TRAPSA Companies:

- tugs

TURKEY

112 Turkey is surrounded by sea with over 8300 km of coastline. The Turkish Straits, namely the Strait of Istanbul, the Strait of Canakkale and the Sea of Marmara, has very dense maritime traffic. Public awareness and sensitivity have grown in recent years as regards safety of life at sea due to major accidents which have occurred in the Strait of Istanbul in particular.

113 Turkey attaches utmost importance to the enhancement of its maritime Search and Rescue (SAR) capabilities and to further co-operation with other states in the region. Turkey has ratified the SAR (Hamburg) Convention, 1979, and is fully committed to its letters and spirit.

114 Turkey has one RCC (Rescue Co-ordination Centre) and 7 RSCs (Rescue Co-ordination Sub-Centres). The Undersecretariat for Maritime Affairs in Ankara is responsible for co-ordinating Search and Rescue operations. A network of Coast Radio Stations maintains a continuous listening watch on international distress frequencies. Turkey has full SAR capability within its declared SAR region in the Aegean and Eastern Mediterranean. The boundaries of the SAR regions declared by Turkey in the Aegean and the Eastern Mediterranean in 1989 are reflected in IMO document SAR.3/Circ.5, annex 6 page 72.

115 Preparation is underway to supplement Turkey's existing designated SAR facilities with additional Coast Guard boats, helicopters and fixed-wing units. 35 helicopters with SAR configurations will be procured within the next 5 years. Six additional SAR boats are planned to be in service at the same time. In addition to the available SAR Units, other fixed-wing aircraft dedicated to SAR missions and equipped with standard SAR equipment can also be alerted and utilised in SAR operations when required.

116 Turkey's A1, A3 and A4 facilities are operational, and its A2 facilities will be fully operational by the end of 1997. A SES will be installed in 1998 at one RCC. All other GMDSS needs along the coast are satisfied.

117 The most important factor in conducting search and rescue operations successfully is the well educated and trained human element, besides the equipment and communications facilities used in such operations.

118 The success of search and rescue operations depends on carrying out the planning and implementation accurately and rapidly. In order to achieve this, the personnel working in the Rescue Co-ordination Centre's (RCC's), Rescue Sub Centre's (RSC's) and executive units should be trained in search and rescue.

119 For this purpose, Search and Rescue Training is conducted in the Training Centre established within the Turkish Coast Guard and located in Izmir.

120 The personnel are trained on aspects of search and rescue such as awareness, initial actions, search planning, search operations, mission conclusion and communication techniques.

121 Training in emergency aid is provided by the health care units located in the region.

122 There is also a SAR simulation and GMDSS training programme in Turkey which was developed by the Marine Faculty, Istanbul Technical University.

123 Seafarers and radio officers from Romania, Bulgaria and former Yugoslavia have participated in this programme and have been certificated.

124 Other Black Sea Coastal States are encouraged to participate in SAR simulation and GMDSS training programmes.

UKRAINE

125 The existing SAR organization has one RCC in Odessa operating 24 hours a day, and one MRSC in Mariupol. They are equipped with international telephone and fax and have means of communicating with all Ukrainian ports, civil aircraft and aircraft and vessels of the Navy, which can provide any assistance if necessary.

126 Every port has equipment and facilities to render assistance at sea in their areas of responsibility. Ukraine will establish shore-based infrastructure for sea area A1 in the ports of Illichevsk, Odessa, Vulnuv, Herson, Skadovsk, Evpatoria, Yalta, Kerch and Mariupol. It is expected that 70% of the area will be covered in time for February 1999.

127 Under the Programme, the network in the Ukrainian Region of the Black Sea will consist of the main link of co-ordination centre in Odessa and five sub-centres (Kertch, Yalta, Cherson, Mariupol and Izmail). Each rescue centre will be equipped with modern radio and telephone and emergency planning facilities. In addition 20 coast radio stations located along the Ukrainian coastline of the Black Sea and Azov Sea will be equipped with modern radio and telephone so as to meet the requirements of resolution A.659(16). An Inmarsat-C SES is planned in MRCC Odessa.

ANNEX 4

REPORT OF PANEL 1 (EASTERN MEDITERRANEAN SEA)

The Panel met with Mr. D. Lemon (United States) acting as rapporteur.

The following countries participated in the Panel's deliberations:

CYPRUS
EGYPT
GREECE
ISRAEL
TURKEY

- 1 The Panel agreed upon the following agenda:
 - 1 Adoption of the agenda
 - 2 Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements, including agreements on limits of SAR regions
 - 3 Identification of rescue co-ordination centres and their provisional areas of responsibility (SAR regions)
 - 4 Regional requirements for VHF DSC, MF DSC and HF DSC communications
 - 5 Arrangements for the provision and co-ordination of search and rescue services including bilateral agreements for co-operation between States
 - 6 Review of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)
 - 7 Registration of RCCs for the provision of MSI
 - 8 Identification of required SAR facilities and equipment
 - 9 Integration of national SAR plans into a single regional plan
 - 10 Identification of SAR training requirements
 - 11 Reducing false distress alerts
 - 12 Other matters
 - 13 Report of the Panel
- 2 Although Lebanon did not participate in the Workshop Panel, it was represented at the plenary sessions of the Conference, and provided information to assist in the preparation of the Eastern Mediterranean Panel report.

Syria did not attend the Eastern Mediterranean Panel.

3 It was agreed that each delegation would review the IMO SAR Circulars and the GMDSS Master Plan and individually provide any updates to the information for their respective countries to the IMO Secretariat as soon as possible.

SAR Facilities

4 The number of RCCs, RSCs and SAR facilities within the sub-region was deemed to be adequate overall. Nevertheless, several States intended to add additional boats and aircraft in the future.

5 Greece has one Joint RCC and five RSCs. It has dedicated helicopters, fixed-wing aircraft and Coast Guard vessels throughout the Aegean Sea. It also has arrangements for all Navy and Air Force facilities to support its SAR operations in its SRR. Large numbers of tugs, passenger ferries, fishing vessels and pleasure craft operating in and around Greek territorial waters also operate under the RCC's supervision and control.

6 Turkey has one RCC and seven RSCs. It plans to supplement its existing designated SAR facilities, which include helicopters, with additional Coast Guard boats, helicopters and fixed-wing units over the next few years. It presently has arrangements for the navy and airforce to support the RCC in its SAR region.

7 The RCC function of Israel is currently satisfied cooperatively by Navy Headquarters and a "situation room" operated by its Ministry of Transport. Once the lead responsibility for maritime SAR is sorted out nationally, an RCC will be established within the appropriate agency. Navy and Air Force facilities, including heavy helicopters, are readily available to support SAR. A national SAR plan will be developed in due course describing the roles of the various agencies.

8 Egypt is in the process of establishing a national SAR organization taking into account recommendations from a recent assessment conducted by Canada based on a request for such assistance which Egypt arranged through IMO. In the interim, the various port authorities under the Ministry of Transport coordinate SAR response with the assistance of military facilities. New vessel traffic systems are expected to improve safety and support SAR operations.

9 Cyprus has one RCC with a second one under trial. The Ministry of Defence is the responsible SAR agency. Helicopters, fixed-wing aircraft, rescue vessels and boats are readily available, and the distribution of SAR facilities is considered generally adequate. The military, police and various other authorities support SAR.

10 Lebanon intends to develop a national system for maritime SAR in the future as resources become available.

11 It was noted that most States depend to some extent on military facilities to help support SAR operations, even though the primary authorities responsible for civil SAR are often civilian ministries. Therefore, it was considered to be important where such situation exists that national processes for close co-operation between military and civilian authorities involved with civil SAR be established.

Training Needs

12 The general status of SAR training for the States of the Eastern Mediterranean is depicted in the table on SAR training needs given in annex 9 and in most States the need for SAR training is minimal. The need for training is somewhat greater for Egypt and Lebanon because the SAR systems in these States are under development. Israel considered its training needs to be greater for senior managers than at the operational level. In this regard, it was noted that the draft new ICAO-IMO

SAR Manual includes a Volume devoted to assisting with the organization and management of SAR services. Some States indicated a need to be kept better informed about new technologies which could be used to support SAR operations.

Communications

13 The status of shore-based communications capabilities for the Eastern Mediterranean is summarized in annex 10.

14 The Panel was pleased to note that with the planned installation of shore-based facilities by Lebanon, Cyprus and Egypt, together with other operational and planned facilities already indicated in the GMDSS Master Plan, the entire Eastern Mediterranean will be covered by A2 Sea Areas, and most of the perimeter will be covered by A1 Sea Areas.

15 Greece has operational A1, A2 and A3 areas supported by the Hellenic Coast Guard, and plans to install a COSPAS-SARSAT MCC/LUT to provide coverage needed in the Eastern Mediterranean. During 1997 and 1998, communications responsibilities for the Sea Areas will shift to the National Telcom organization, with the Coast Guard facilities remaining available for backup safety capability. Greece has full Inmarsat capabilities via a dedicated landline connection between the CES and the RCC, which also uses Inmarsat A and C SESs.

16 Turkey's A1 and A3 facilities are operational, and its A2 facilities will be fully operational by the end of 1997. A SES will be installed in 1998 at one RCC. All other GMDSS needs along the coast are satisfied. Turkey has full Inmarsat capability via a dedicated land line connecting the RCC and the SES.

17 Lebanon plans to provide A1 and A2 coverage in the future. Provision for MSI broadcasts and equipment registration are still needed.

18 Israel plans to install a HF DSC station and declare an A2 area in the future. Once this is done and arrangements are made for 24-hour access to registration data, all GMDSS needs will be satisfied.

19 At present, little of the needed GMDSS infrastructure is available in Egypt, but plans are well underway to satisfy all these needs. NAVTEX broadcasts are already being promulgated, and the Suez Canal Authority has installed a SES at its RCC.

20 All pertinent GMDSS measures are in place for Cyprus except that A1, A2 and HF DSC facilities will become operational later in 1997. It is expected that Italy will replace France in the future as the source of COSPAS-SARSAT data delivered to Cyprus.

21 Concerns were expressed by the Panel about insufficient progress in reducing the numbers of false alerts and alerts with incomplete information. It believed that elimination of full time communications personnel aboard ships and insufficient standardization of equipment controls were contributing factors to these problems.

22 The Panel also believed that an effective process must be established for coordination among RCCs throughout the Mediterranean and beyond in order to eliminate confusion and time delays in responding to distress situations.

National and International Plans and Agreements

23 Nearly all States of the Eastern Mediterranean had either established a national SAR coordinating committee or similar process to identify the SAR roles of their national authorities and coordinate their work.

24 No bilateral SAR agreements have been established among the Eastern Mediterranean States. However, all the States concerned realized the value of such agreements as called for by the International Convention on Maritime Search and Rescue, 1979, and were committed to seeking future opportunities to conclude such agreements and arrangements.

Provisional Maritime Search and Rescue Regions

25 The following co-ordinates describe the lines which define the provisional SAR regions proposed by the delegations of the Eastern Mediterranean. These co-ordinates indicate substantial overlap between the SAR regions proposed by Cyprus, Greece and Turkey.

26 Neither Syria nor Lebanon participated in the discussions leading to development of the provisional SAR regions.

27 Greece, supported by Cyprus, proposed that the Panel discuss criteria which could be applied to the establishment of provisional maritime SRRs for the Eastern Mediterranean. Turkey objected to this proposal. Despite Turkey's objection, the panel discussed possible criteria but was unable to develop a consensus. The views of Greece and Turkey on this matter are given in the appendix to this report.

Cyprus:

28 The draft provisional maritime SAR region of Cyprus is bounded by straight lines (except as indicated) joining the following geographical points:

- | | | | |
|---|------------------------|---|--|
| 1 | 35° 55' N
35° 40' E | 4 | 33° 30' N
30° 00' E |
| 2 | 35° 55' N
33° 33' E | 5 | 31° 50' N
33° 59' E |
| 3 | 36° 05' N
30° 00' E | 6 | Then along the lines separating the ICAO SRRs
of Nicosia, Tel Aviv, Beirut and Damascus |

Egypt:

29 The draft provisional maritime SAR region of Egypt is bounded by straight lines joining the following geographical points:

- | | | | |
|---|--|---|------------------------|
| 1 | From the land boundary of Egypt with its neighbouring State to the East of Egypt | | |
| 2 | 31° 50' N
33° 59' E | 4 | 34° 00' N
27° 10' E |
| 3 | 33° 30' N
30° 30' E | 5 | 34° 00' N
24° 10' E |
| 6 | To the maritime boundary of Libya and Egypt | | |

Greece:

30 The draft provisional maritime SAR region of Greece is bounded by straight lines joining the following geographical points:

- | | | | |
|---|---|---|------------------------|
| 1 | From the Greek-Albania frontier | | |
| 2 | 40° 25' N
19° 00' E | 5 | 34° 00' N
27° 10' E |
| 3 | 36° 30' N
19° 00' E | 6 | 33° 30' N
30° 00' E |
| 4 | 34° 00' N
24° 10' E | 7 | 36° 05' N
30° 00' E |
| 8 | The lines determining the seaward Eastern frontier of Greece and the Western frontier of Turkey | | |

31 Turkey registered its objection to the maritime SRR proposed by Greece and stated that determination of littoral sea boundaries for the Turkish-Greek territorial seas in areas where they overlap have not been effected through agreement.

32 In reply to the above Greece stated that:

"During the ICAO Regional Air Navigation Meeting (Istanbul, 1950) with the aim of delimitation of FIR/SAR regions of the Air Navigation Plan for the European Region, Turkey indicated, for the purposes of delimitation, the co-ordinates of her western sea boundaries in the Aegean, and Greece indicated the co-ordinates of her eastern sea boundaries in the Aegean. The respective co-ordinates coincide absolutely with the Report of the above Istanbul Air Navigation meeting and were approved by the ICAO Council.

The layout of the sea delimitations was reported on ICAO Chart No. 7 and in the Turkish Official Air Navigation Map of 1953.

These legal instruments proved without any doubt that in the Aegean do exist sea boundaries between Greece and Turkey."

Israel:

33 The draft provisional maritime SAR region of Israel is bounded by straight lines (except as indicated) joining the following geographical points:

- 1 From the land boundary between Egypt and the neighbouring State to the East of Israel
- 2 31° 50' N
33° 59' E
- 3 Along a line separating the ICAO Nicosia and Tel Aviv SRRs to 33° 06' N
35° 07' E
- 4 To the maritime boundary between Israel and Lebanon

Turkey:

34 The draft provisional maritime SAR region of Turkey is bounded by straight lines joining the following geographical points:

1	40° 42' 50" N 26° 03' 00" E	5	35° 03' 00" N 28° 30' 00" E
2	40° 25' 50" N 25° 00' 00" E	6	35° 07' 00" N 32° 17' 00" E
3	38° 50' 00" N 24° 45' 00" E	7	35° 07' 00" N 33° 56' 10" E
4	37° 18' 00" N 25° 38' 00" E	8	35° 55' 30" N 35° 55' 00" E

35 Greece stated that it could not accept the provisional SRR proposed by Turkey, and therefore reserved its position on this matter. Greece requested that Turkey explain the basis for its proposal.

36 In response, Turkey provided the following statement in writing for the report:

"Turkish SAR regulations are in full conformity with the long-standing position of Turkey regarding SAR regions in the Aegean. The objective of the regulations dated 7th January 1989 is merely to determine the responsibilities of different national authorities in order to provide a more effective co-ordination which will pave the way for better SAR services. The map attached to the regulations indicating the regions for SAR responsibility of Turkey is identical to the one notified to the IMO Secretariat as early as in 1982 and later in 1987.

The Turkey Regulations for SAR have consequently been carefully drafted so as to ensure strict compliance with the relevant provisions of the 1979 Hamburg Convention. It is indeed quite clearly specified in subparagraphs (i) and (j) of Article 6 of the Turkish Regulations for SAR that the modes of co-operation to be ensured with the neighbouring countries for SAR services on the high seas would be determined in accordance with international rules or through bilateral agreements between Turkey and the States concerned. Moreover, the sea areas beyond Turkish territorial waters where Turkey is to provide SAR services would be determined by agreement. In the very same subparagraph (j) of the Regulations, it is also indicated that the SAR delineations indicated on the map at annex 4 are of a provisional nature and will apply until the conclusion of relevant bilateral agreements with the States concerned."

37 Cyprus protested at the SRR proposed by Turkey emphasizing that the proposal was based on the *fait accompli* established by Turkey against the Republic of Cyprus in 1974 in violation of both treaties about Cyprus and the United Nations charter. In this regard the delegation of Cyprus supported basing SRRs on concrete criteria according to relevant international Conventions and with full respect of general international law in order to avoid future problems.

Recommendations

38 The Panel recommended that:

- .1 States within the Eastern Mediterranean review IMO Assembly Resolution A.814 (19) which provides guidance on reduction of false alerts, and aggressively implement these

provisions and any other measures as appropriate to improve the reliability of distress alerts.

- .2 The COMSAR Sub-committee be advised that additional measures should be sought by IMO to improve distress alerting reliability, and that consideration should be given to increased standardization of control panels on equipment used for distress alerting.
- .3 That States in the Eastern Mediterranean not delay in scheduling future bilateral and multilateral activities for international co-ordination and improvement of SAR coordination and services.
- .4 That all RCCs be urged to install SES to facilitate communications with ships, but especially to provide an effective means for RCC-RCC co-ordination to:
 - .4.1 Advise that co-ordination is being conducted in response to a distress alert;
 - .4.2 To request that co-ordination be conducted by another RCC in a better position to respond; and
 - .4.3 To ensure that the responsible RCC received an alert and that action has been assumed by some RCC (to reduce possible time delays and confusion).
- .5 National arrangements be in place within each State for close co-operation between military and civilian authorities when they share SAR responsibilities at the management, co-ordination or operational levels.
- .6 Neighbouring States should make good faith efforts to enter into SAR agreements to help improve the level of SAR co-operation between themselves and SAR co-ordination between their RCCs, and to agree on lines separating their SAR regions. Where the limits of such regions either overlap or, for any reason, are not addressed in an agreement, the agreement should describe co-ordination procedures which will help to ensure distress alerts from the area concerned are handled to the satisfaction of all Parties.

APPENDIX

Views of Greece and Turkey

Greece:

Greece proposed that the following criteria, in addition to any already proposed by IMO, be considered in the establishment of provisional Eastern Mediterranean SRRs:

- 1 Status of sovereignty in the area which is to be delimited;
- 2 Geographic configuration of the area;
- 3 Relevant IMO and ICAO rules and regulations;
- 4 Available SAR and GMDSS facilities; and
- 5 Provisions of the draft revised International Convention on Maritime Search and Rescue, and particularly paragraph 2.1.3 which recommends that SRRs be contiguous and not overlap.

Turkey:

Turkey is of the opinion that the Panel is not the appropriate forum for discussing criteria. Such a discussion which falls outside the scope of the Conference should be carried out by the relevant IMO bodies with the participation of all IMO States. Turkey has, in this connection, underlined that SAR Plans should be established in accordance with the Hamburg Convention, 1979, by agreement among the States concerned, and that any attempt at the circumvention of the Convention alien to the objectives and purpose of the Convention should be avoided.

ANNEX 5

REPORT OF PANEL 2 (CENTRAL MEDITERRANEAN SEA)

The Panel met with Mr. J. Rasmussen (IMO) acting as rapporteur.

The following countries participated in the Panel's deliberations:

ALBANIA
BOSNIA AND HERZEGOVINA
CROATIA
ITALY
MALTA
SLOVENIA
TUNISIA

1 The Panel agreed upon the following agenda:

- 1 Adoption of the agenda
- 2 Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements, including agreements on limits of SAR regions
- 3 Identification of rescue co-ordination centres and their provisional areas of responsibility (SAR regions)
- 4 Regional requirements for VHF DSC, MF DSC and HF DSC communications
- 5 Arrangements for the provision and co-ordination of search and rescue services including bilateral agreements for co-operation between States
- 6 Review of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)
- 7 Registration of RCCs for the provision of MSI
- 8 Identification of required SAR facilities and equipment
- 9 Integration of national SAR plans into a single regional plan
- 10 Identification of SAR training requirements
- 11 Reducing false distress alerts
- 12 Other matters
- 13 Report of the Panel

2 The Panel noted the absence of Algeria and Libya. Albania expressed the opinion that Montenegro should have been invited to participate in the Conference. The importance of bilateral or multilateral agreements in connection with delimitation of SRRs was stressed by the Panel.

3 The lines on the chart "Mediterranean Sea, Western Part", relating to the Central Mediterranean sea are the delimitations presented by the individual countries and contains some overlapping regions.

4 The delegation of Tunisia informed the panel that Tunisia attached great importance both to safety of human life at sea and to safety of navigation off its coasts. Tunisia had thus always expressed its willingness and readiness to develop co-operation with neighbouring countries so as to jointly define the areas of responsibility for maritime search and rescue. The Tunisian delegation informed the Panel that no regional SRRs had been agreed between the countries in the Central Mediterranean sea. However there was co-ordination between RCCs in the region. Efforts were being made to consolidate this co-ordination and co-operation and to conclude either bilaterally or multilaterally agreements on search and rescue regions as specified in the 1979 SAR Convention.

5 In the delimitation of its SRR, the Maltese delegation underlined the fact that its maritime SRR coincides with its FIR/Aeronautical SRR, which had been established at the ICAO Conference in 1973. In maintaining an identical aeronautical and maritime SRR, Malta would be addressing a very important principle, i.e., the harmonization of the maritime SRR with that established for aeronautical purposes.

6 The Government of Malta has now agreed that Malta should start discussions with its neighbouring countries with a view to concluding agreements on mutual co-operation and assistance in the SAR field in the region.

7 Italy has initiated discussions with Albania, Croatia, Malta and Slovenia and is planning to initiate discussions with Tunisia. Croatia and Italy are expecting to reach agreement on the delimitation of their SRRs very soon. Croatia and Slovenia are also discussing this issue.

8 The Panel considered the present co-ordination between existing MRCCs to be satisfactory and noted that the countries involved will continue to enhance and strengthen their co-operation through SAR exercises and exchange of distress alert data.

9 The delegations confirmed that distress alerts are distributed adequately whenever accidents occur in these sea areas; however Italy pointed out that in some cases it was difficult to establish contact.

10 At the moment VHF DSC communications are operational in Albania, Croatia and Slovenia, are on trial in Italy and are being planned in Bosnia and Herzegovina, Malta and Tunisia.

11 The Panel expressed the opinion that all efforts should be made to eliminate interference in channel 70 by voice transmissions and that co-ordination of the use of VHF channels for SAR purposes was needed. When deciding on the siting of antennas for VHF, consideration should be given to possible problems of interference with other stations.

12 MF DSC communications are operational in Albania, on trial in Italy and being planned in Bosnia and Herzegovina, Malta and Tunisia.

13 The Panel was of the view that efforts should be made to provide the entire Mediterranean sea with MF DSC communications as this would also facilitate the fitting of non-SOLAS ships for the GMDSS.

14 HF DSC communications are being provided by Piraeus and Barcelona and a HF DSC station is on trial in Rome.

15 The Panel saw no need for additional COSPAS-SARSAT LUTs in the area concerned.

16 With regard to SAR communication networks (inter-RCC network), the Panel was of the view that a formalized and automated data network was desirable.

17 The Panel noted that MSI facilities could be used more often than at present in SAR operations since they provide an easy and quick way of passing information. Co-operation exists between RCCs and stations transmitting MSI in Italy, Malta and Tunisia.

18 The following requirements for SAR facilities and equipment were identified:

- Albania has a need for SAR facilities;
- Malta has a need for technological updating of electronic equipment etc.;
- Tunisia has a need for developing data communication links between its surveillance and monitoring radar stations.

19 The Panel noted that Bosnia and Herzegovina co-operates very closely with Croatia and that Slovenia co-operates with Italy and that these two countries had no immediate needs.

20 The Panel noted that Italy and Tunisia have official national SAR plans and that Albania is in the process of revising its national SAR plan.

21 The SAR training needs for the area are reflected in annex 9.

22 The delegation of Italy informed the Panel that they had the facilities for conducting SAR training which they offered to make available to nationals of other countries in the area.

23 The Panel discussed the issue of false alerts and stressed that the guidance given in resolution A.814(19) should be used by all Administrations. The Panel noted, in particular, the importance of better operator training.

24 The Panel was informed by Italy of the establishment of a registration database for GMDSS and SAR information. Noting that it might not be possible or necessary for each country to set up its own database, the Panel appreciated Italy's intention to include in its database information received from other countries and to make this information available on request.

25 Tunisia pointed out the clear need for two VTS systems in the areas of Cape Blanc and Cape Bon, where 40 to 50 ships transit every hour. Italy informed the Panel of its plans for the establishment of vessel traffic management information systems (VTMIS) along its coast and expressed its willingness to co-operate with and assist other countries in their establishment of such facilities. The Panel noted this with appreciation.

26 Italy was about to finalize its computerized and already operative ship reporting system (ARES), implemented in accordance with the provisions of the 1979 SAR Convention, which provides location and navigational data of merchant vessels sailing throughout the world.

27 For the time being, as far as the Italian merchant fleet was concerned, the ARES system, linked to a database, provided:

- administrative and technical features of participating vessels;
- resources available for search and rescue and their location.

Participation in the ARES is compulsory for Italian merchant vessels (1600 grt and upwards) and open on a voluntary basis to other ships, free of charge.

ANNEX 6**REPORT OF PANEL 3 (WESTERN MEDITERRANEAN PANEL)**

The Panel met with Mr. U. Hallberg (Sweden) acting as rapporteur.

The following countries participated in the Panel's deliberations:

FRANCE
ITALY
MONACO
MOROCCO
SPAIN

- 1 Adoption of the agenda
- 2 Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements, including agreements on limits of SAR regions
- 3 Identification of rescue co-ordination centres and their provisional areas of responsibility (SAR regions)
- 4 Regional requirements for VHF DSC, MF DSC and HF DSC communications
- 5 Arrangements for the provision and co-ordination of search and rescue services including bilateral agreements for co-operation between States
- 6 Review of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)
- 7 Registration of RCCs for the provision of MSI
- 8 Identification of required SAR facilities and equipment
- 9 Integration of national SAR plans into a single regional plan
- 10 Identification of SAR training requirements
- 11 Reducing false distress alerts
- 12 Other matters
- 13 Report of the Panel

**DRAFT PROVISIONAL MARITIME SEARCH AND RESCUE REGIONS PREPARED BY
THE VALENCIA CONFERENCE ON MARITIME SAR AND GMDSS**

France

1 The draft provisional maritime SRR of France is bounded by straight lines joining the following geographical positions:

1	The land boundary between France and Spain	6	41° 20' N 09° 45' E
2	42° 00' N 04° 40' E	7	43° 10' N 09° 45' E
3	39° 00' N 04° 40' E	8	43° 30' N 09° 30' E
4	39° 00' N 07° 44' E	9	43° 30' N 07° 42' E
5	41° 20' N 07° 44' E	10	Land boundary between France and Italy

Morocco

2 The draft provisional maritime SRR of Morocco is bounded by straight lines joining the following geographical positions:

- 1 35° 50' N
05° 20' W (the coast)
- 2 35° 50' N
02° 06' W

The above provisional SRR is subject to acceptance by the relevant authority of Morocco.

Italy

3 The draft provisional maritime SRR of Italy is bounded by straight lines joining the following geographical positions:

1	The land boundary between France and Italy	15	36° 00' N 19° 00' E
2	43° 30' N 07° 42' E	16	40° 45' N 10° 00' E
3	43° 30' N 09° 30' E	17	41° 07' N 18° 55' E
4	43° 10' N 09° 45' E	18	42° 18' N 16° 29' E
5	41° 20' N 09° 45' E	19	42° 31' N 16° 02' E
6	41° 20' N 07° 44' E	20	43° 28' N 14° 30' E
7	38° 32' N 07° 44' E	21	44° 21' N 13° 38' E
8	38° 32' N 09° 05' E	22	44° 32' N 13° 22' E
9	37° 30' N 11° 30' E	23	44° 47' N 13° 07' E
10	36° 30' N 11° 30' E	24	44° 49' N 13° 00' E
11	35° 15' N 12° 14' E	25	45° 18' N 13° 00' E
12	35° 15' N 12° 40' E	26	45° 26' N 13° 12' E
13	36° 30' N 14° 08' E	27	45° 38' N 13° 30' E
14	36° 00' N 16° 00' E	28	45° 35'39" N 13° 43'09" E

Spain

4 The draft provisional maritime SRR of Spain is bounded by straight lines joining the following geographical positions:

- | | | | |
|---|--|---|------------------------|
| 1 | To be agreed | 2 | 35° 50' N
02° 06' W |
| 3 | 36° 15' N
01° 30' W | 4 | 38° 20' N
03° 45' E |
| 5 | 39° 00' N
04° 40' E | 6 | 42° 00' N
04° 40' E |
| 7 | Land boundary between Spain and France | | |

SAR agreements or other arrangements

5 At the moment there are discussions being held between:

Spain - France
France - Monaco
France - Italy

to conclude an SAR agreement including the establishment of SRRs.

The SRRs given above are provisional and might be altered after the completion of agreements.

The boundaries of SRRs are delineated to divide the responsibility for initial alert reception and initial co-ordination in international waters.

The representatives agreed to meet within a year to continue the exchange of information on their respective SAR activities.

Italy generously offered to host the meeting.

RCCs

6 All States present declared that adequate RCCs are available and that they are operational on a 24-hour basis with the capacity to work in English.

GMDSS

7 The GMDSS will be fully implemented before 1 February 1999 with coverage for Sea areas A1 and A2.

Bilateral co-operation

8 A bilateral agreement exists between Spain and Morocco. The agreement will be amended with SRR boundaries defined as agreed between the two countries.

Personnel on operational level should be given the opportunity to meet and visit each other's RCCs and other facilities to further enhance regional co-operation in the use of available resources.

SAR communications

9 Relationship with the Inmarsat was briefly discussed as was the need to use the Inmarsat-C system to create a SAR network but no need was seen for the system at the moment. Telephone, telex and fax facilities were considered adequate.

MSI

10 The area was, since 1994, fully covered by Navtex services where all RCCs are registered as information providers.

SAR facilities

11 In general, there are enough facilities available for traditional SAR missions. However it is necessary to consider whether some of the traditional facilities should be replaced or complemented with facilities dedicated to deal with complex accidents involving dangerous cargo or other hazards to human lives at sea or on land. Morocco is at the moment doing a review, in co-operation with France, on the need for national SAR resources.

Regional SAR plan

12 The present IMO Mediterranean sea conference and the planned meeting in Italy are expected to provide an opportunity for establishing further co-operation and effective use of all available facilities in the area.

SAR training

13 In general all the participating countries would wish to develop their capability in the use of English language. SAR training is provided at various levels in all the States represented.

The Panel was informed that, following the new ICAO/IMO SAR manual, the training requirements and model courses will be discussed by the ICAO/IMO JWG at its forthcoming meeting in Virginia, United States, in October of this year.

False alerts

14 The increasing number of false alerts, especially with EPIRBs, was viewed with great concern. The Panel was of the opinion that continuous efforts to educate users was the best way to reduce the number of false alerts. Repeated misuse should be dealt with through legal procedures such as prosecution or other forms of legal actions. The users also have to be repeatedly informed of their responsibility to have their equipment correctly registered with a recognized SAR database.

ANNEX 7

REPORT OF PANEL 4 (BLACK SEA PANEL)

The Panel met with Mr. G. Beale (United Kingdom, Hydrographic Office) acting as rapporteur.

The following countries participated in the Panel's deliberations:

BULGARIA
GEORGIA
ROMANIA
RUSSIAN FEDERATION
TURKEY
UKRAINE

- 1 Adoption of the agenda
- 2 Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements, including agreements on limits of SAR regions
- 3 Identification of rescue co-ordination centres and their provisional areas of responsibility (SAR regions)
- 4 Regional requirements for VHF DSC, MF DSC and HF DSC communications
- 5 Arrangements for the provision and co-ordination of search and rescue services including bilateral agreements for co-operation between States
- 6 Review of SAR communication networks (including consideration of COSPAS-SARSAT LUTs)
- 7 Registration of RCCs for the provision of MSI
- 8 Identification of required SAR facilities and equipment
- 9 Integration of national SAR plans into a single regional plan
- 10 Identification of SAR training requirements
- 11 Reducing false distress alerts
- 12 Other matters
- 13 Report of the Panel

1 The Panel began by detailing the status of all the existing and planned RCCs and RSCs in the Black Sea Area, which amounted to 6 operational RCCs and 12 operational RSCs with a further 5 RSCs planned by Ukraine.

2 Following previous meetings and seminars over the past few years, including those arranged by the IMO in Varna 1994 and Istanbul October 1996 and a regional meeting organised by Turkey in May 1997, the text of an agreement concerning all the necessary requirements for establishing co-operation and co-ordination regarding Maritime Search and Rescue amongst Black Sea Coastal States was tabled before the Panel. It was unanimously agreed that the full text of this agreement should be reproduced as an appendix to the panel's report.

3 It was also stressed that the tremendous work which had been accomplished by all those concerned was in direct response to the request of the IMO to establish such an agreement either on bilateral or multilateral basis. All the countries present displayed a strong will to abide by the contents of this document which it was reported would be signed by the end of 1997 and passed to the Secretariat of IMO for information.

4 The establishment of individual SAR regions is fully covered by ARTICLE 5 of the agreement which reads as follows:

ARTICLE 5

"Search and Rescue Regions (SRRs) shall be established by bilateral and/or multilateral agreements between Parties. The Parties will inform each other about the conclusion of such agreements. Until SRRs are established Parties shall carry out SAR services through co-ordination and co-operation either jointly or according to the principle of early arrival on scene where SAR activity will take place. The implementation of a SAR operation by a Party in a given area shall not give that Party any rights or privileges in relation to that area in the future.

Parties shall ensure the closest practicable co-ordination between maritime and aeronautical SAR services so as to provide for the most effective and efficient SAR services in and over the SRRs to be established in accordance to Paragraph 1 of this article."

5 The panel took note of the commitment to establish "bilateral and/or multilateral agreements between Parties" on SRRs and felt it was premature to enter into any formal negotiations or discussions on this matter at this time.

6 With regard to the existing and planned facilities for SAR and the GMDSS the following agenda items were reviewed.

Regional requirements for VHF DSC, MF DSC, and HF DSC communications

7 VHF DSC is fully operational for the coastlines of Romania and Turkey. The Russian Federation announced that trials had recently commenced for VHF DSC along their coast and a state of full operation was planned by the middle of 1998. Bulgaria also stated that VHF DSC would be fully operational well before 1 February 1999.

8 MF DSC is fully operational up to a range of approximately 200 nautical miles from the coasts of Bulgaria and Romania. Turkey and the Russian Federation declared that MF DSC would also shortly be established along their respective coastlines. HF DSC will be fully operational from Istanbul Radio and Constanta Radio.

Review of SAR communication networks / Identification of required SAR facilities and equipment

9 The SAR communication networks and SAR facilities and equipment contained in SAR.3/Circ.5 were reviewed and reported to the Panel. Details of these facilities are contained in the country reports (annex 3). The necessary amendments to SAR.3/Circ.5 were also passed to the Secretariat for inclusion in the next edition. Regarding the lack of a COSPAS-SARSAT LUT in the area, it was considered that the services established at Toulouse, Bari and Moscow were fully satisfactory.

Registration of RCCs for the provision of MSI

10 A network of 6 NAVTEX stations has been fully operational in the Black Sea for a number of years which has ensured the provision of Maritime Safety Information and Weather Reports. No problems with the present situation were reported. Numerous Coast Radio Stations in the region also participate in the promulgation of Navigational Warning by RT as the situation demands.

Identification of SAR training requirements

11 With the exception of Georgia, the necessary requirements for the Training of both SAR personnel and Ship Officers were reported as having been established by each country. With particular regard to the training of Ship Officers for GMDSS GOC certificates all of the members of the Panel reported that their training centres were operating at full capacity.

12 The Russian Federation and Turkey, extended an invitation to co-operate fully and assist any of the coastal states of the Black Sea with all aspects of SAR simulation and GMDSS training. Bulgaria informed the Panel of a number of joint exercises which had already taken place or were planned. Turkey also informed the Panel of a forthcoming joint exercise between Turkey and Georgia which has been scheduled for November 1997. The co-ordinator of the Mediterranean region of this conference, spoke of the importance of such practical co-operation in these types of exercises and gave examples of the benefits gained in similar exercises which have taken place in other areas of the world.

13 Ukraine informed the Panel that they had requested some assistance from the IMO on the implementation of the revised STCW convention. The Director of the Maritime Safety Division of the IMO confirmed that the IMO is in the process of arranging a consultancy mission to visit Ukraine to offer advice and to discuss the matter in detail.

Reducing false distress alerts

14 Representatives from each country spoke on the considerable problems caused to their SAR organisations by the receipt of frequent false distress alerts.

15 Bulgaria announced two initiatives which the Maritime Administration of Bulgaria had recently implemented:

- .1 It had been widely published that for Bulgarian registered shipping, the strict adherence to the time scale required for the GMDSS GOC certification would be enforced without exception; and
- .2 A separate log detailing all incidents of transmission of false distress alerts was to be introduced and would require to be completed by each duty officer at the end of each watch. The records of these logs would be kept by the Bulgarian Maritime Administration.

16 In attempting to assess the causes of false distress alerts, Romania had identified that there was often a trend for there to be more cases related to new ships sailing for the first time or coming back from the dry dock after major refitting. Each country had continued to study the causes of false alerts whenever practicable. Improper storage of EPIRBs, inadequate, or the lack of, sufficient training were identified as by far the main causes of the transmission of false distress alerts.

Conclusion

17 The chairman closed the Panel's discussions by sincerely thanking the participants for the way they had conducted the proceedings and made particular reference to the cordial and co-operative spirit which had been displayed throughout.

"APPENDIX

PROVISIONAL AGREEMENT ON CO-OPERATION REGARDING MARITIME SEARCH AND RESCUE SERVICES AMONG BLACK SEA COASTAL STATES

The Government of the Republic of Bulgaria, the Government of Georgia, the Government of Romania, the Government of the Russian Federation, the Government of the Republic of Turkey, the Government of Ukraine, hereinafter referred to as "Parties";

Recalling the objectives and the relevant provisions of the International Convention on Maritime Search and Rescue of 1979,

Recognizing that a high level of co-operation among Black Sea Coastal States is necessary to establish a maritime search and rescue (SAR) plan in the region, as part of the international plan,

Recognizing also that aeronautical SAR services are provided by Parties in conformity with the Convention on International Civil Aviation of 1944,

Recognizing the urgent need to establish bilateral and/or multilateral agreements or arrangements for the provision and co-ordination of SAR services and co-operation among Black Sea Coastal States, to expedite the efficient conduct of SAR operations and to bring these to the attention of the International Maritime Organization (IMO),

have agreed as follows:

APPLICATION

ARTICLE 1

This Agreement applies to the co-operation among the Parties in respect of maritime SAR services within the Black Sea.

The competent authorities of each Party in which practical implementation of this Agreement is vested are listed in Annex 1 of this Agreement. The Parties will inform each other if and when any change occurs to their respective competent authorities.

JURISDICTION

ARTICLE 2

Nothing in this Agreement shall affect in any way the rights and obligations of a Party, arising from other bilateral and/or multilateral international agreements to which they are a Party.

TERMINOLOGY

ARTICLE 3

For the purpose of this Agreement the terms and definitions contained in Chapter 1 of the Annex to the International Convention on Maritime Search and Rescue 1979, shall be applicable.

ALERTING

ARTICLE 4

In the case of a rescue co-ordination centre (RCC) of any Party requesting assistance in conducting SAR, the RCC which receives such a request shall immediately acknowledge and respond to the request within its best capabilities.

CO-ORDINATION AND CO-OPERATION

ARTICLE 5

Search and Rescue Regions (SRRs) shall be established by bilateral and/or multilateral agreements between Parties. The Parties will inform each other about the conclusion of such agreements. Until SRRs are established Parties shall carry out SAR services through co-ordination and co-operation either jointly or according to the principle of early arrival on scene where SAR activity will take place. The implementation of a SAR operation by a Party in a given area shall not give that Party any rights or privileges in relation to that area in the future.

Parties shall ensure the closest practicable co-ordination between maritime and aeronautical SAR services so as to provide for the most effective and efficient SAR services in and over the SRRs to be established in accordance with Paragraph 1 of this article.

ADMISSION

ARTICLE 6

Unless otherwise agreed between the Parties concerned, a Party should authorize, subject to applicable national laws, rules and regulations, immediate entry into or over its territorial sea or territory of rescue units of other Parties solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties. In such case, SAR operations shall, as far as practicable, be co-ordinated by the appropriate RCC of the Party which has authorized entry, or such other authority as has been designated by that Party.

A rescue unit of a Party, having received permission for access into or over its territorial sea or territory of another Party must observe the directions of the SAR service of that Party and promptly establish communications with this service.

EXCHANGE OF INFORMATION

ARTICLE 7

Parties shall exchange information on the location of SAR units and equipment, performance characteristics and availability and may also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

EXERCISES

ARTICLE 8

Parties shall jointly decide to arrange a maritime SAR exercise or exercises based on simulated incidents so as to train their SAR organizations in working together and with the participation of aeronautical SAR organizations if deemed necessary.

MEETING OF REPRESENTATIVES

ARTICLE 9

Representatives of the competent authorities of the Parties shall meet as necessary and at least once a year to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

LANGUAGE

ARTICLE 10

During joint SAR operations, exercises and meetings, the language used shall be English.

FINANCIAL PROVISION

ARTICLE 11

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

SIGNATURE

ARTICLE 12

This Agreement is open for signature of the Black Sea Coastal States.

ENTRY INTO FORCE

ARTICLE 13

This Agreement shall enter into force thirty days after the receipt by the Depository of the sixth notification that the Parties have accomplished their national procedures necessary for the entry into force.

VALIDITY

ARTICLE 14

This Agreement shall remain valid for an indefinite period of time unless denounced by one of the Parties.

AMENDMENT

ARTICLE 15

Amendment proposals to this Agreement shall be submitted by any Party hereto in the written form to the Depository of the Agreement. The Depository shall circulate this proposal to all Parties.

If within three months after the proposal is circulated none of the Parties have notified the Depository in the written form that the amendment proposal is unacceptable for them the amendment is considered adopted. In case of disagreement with the proposal circulated, the Parties should

inform the Depository whether they are in favour of convening a Conference of the Parties to discuss the amendment proposal in question. The Depository shall then promptly convene a Conference of the Parties if a two-thirds majority of the Parties have agreed to do so. The Conference of the Parties shall adopt any amendment brought to its consideration by consensus. The amendment shall enter into force in accordance with the procedure set up in Article 13 of this Agreement.

DENUNCIATION

ARTICLE 16

This Agreement may be denounced by any Party by written notification to the Depository. Unless a later period is specified in this denunciation notification, the Agreement shall remain in force at least for a one year period of time after the notification has been received by the Depository.

Before the denunciation becomes valid, the Depository shall convene a Conference of the Parties to decide upon any future course of action to be pursued.

STATUS OF THE ANNEXES

ARTICLE 17

The Annexes to this Agreement shall constitute an integral part of the Agreement and a reference to this Agreement constitutes at the same time a reference to its Annexes.

DEPOSITORY

ARTICLE 18

The Depository of this Agreement shall be the Government of

Done at on the of of the year 199_, in a single original in the English language.

The Depository shall provide the Parties and the Secretary-General of the IMO with certified copies of this Agreement.

ANNEX 1

MARITIME ADMINISTRATIVE AUTHORITIES OF EACH PARTY

The Republic of Bulgaria	:	Ministry of Transport
Georgia	:	Georgian Maritime Administration
Romania	:	Ministry of Transport
The Russian Federation	:	The Maritime Administration of the Ministry of Transport of the Russian Federation
The Republic of Turkey	:	Prime Ministry, Undersecretariat for Maritime Affairs
Ukraine	:	Ministry of Transport

ANNEX 8**REPORT OF THE CO-ORDINATOR FOR SAR AREA 12 (a)
(MEDITERRANEAN SEA)**

1 The main task of the co-ordinator was to make sure that the outer limits of any SRRs agreed in the three Mediterranean Panels match in such a manner that there is no gap or overlap between the provisional SAR plans for the three sub-regions.

2 The co-ordinator reported to the Plenary that positive progress had been made on the objective. Most of the limits of Spanish SRR have been agreed with neighbouring countries.

3 Additionally, bilateral agreements are either under discussion or planned among most other countries bordering the Mediterranean. However, the Co-ordinator also commented that, whilst bilateral agreements are necessary to give effect to any search and rescue arrangements between countries, when concluded without the kind of co-ordination attempted by this Conference, they are likely to result in considerable overlap of responsibility. This can make the task of the RCCs concerned more difficult.

4 Given the above situation, the aim of the Conference has been met to the extent that no seafarer in distress in the Mediterranean Sea will be left without any hope of assistance. This achievement was made possible by the skilful and careful preparation of the IMO Secretariat and very positive efforts of all the participants who deserve to be congratulated for their achievements.

**REPORT OF THE CO-ORDINATOR FOR SAR AREA 12 (b)
(BLACK SEA)**

5 The Co-ordinator for the Black Sea region reported that even though no delimitation of SAR regions was agreed during the session the draft agreement for the provision of SAR services which had been developed by the six countries along the lines recommended in resolution 2 would provide a good basis for agreement on SRRs either bilaterally or multilaterally in the Black Sea. In this regard he considered that satisfactory progress had been made during the session.

ANNEX 9

SAR TRAINING NEEDS

Y = Yes N = No S = Some

COUNTRY	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- ORDINATION	DEVELOPMENT OF SAR OPERATIONS PLANS	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICA- TIONS NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATES
ALBANIA	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
ALGERIA	—	—	—	—	—	—	—	—	—	—
BOSNIA AND HERZEGOVINA	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
BULGARIA	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
CROATIA	—	—	—	—	—	—	—	—	—	—
CYPRUS	N	N	N	N	N	N	N	N	N	N
EGYPT	Y	Y	Y	Y	Y	S	Y	Y	N	Y
FRANCE	N	N	N	N	N	N	N	N	N	N
GEORGIA	—	—	—	—	—	—	—	—	—	—
GREECE	N	N	N	N	N	N	N	N	N	S
ISRAEL	N	S	Y	S	N	N	N	S	N	N
ITALY	N	N	N	N	N	N	N	N	Y	N
LEBANON	Y	Y	Y	Y	Y	Y	Y	Y	N	Y

COUNTRY	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- ORDINATION	DEVELOPMENT OF SAR OPERATIONS PLANS	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICA- TIONS NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATES
LIBYA	—	—	—	—	—	—	—	—	—	—
MALTA	S	N	N	N	N	N	Y	N	N	Y
MONACO	N	N	N	N	N	N	N	N	N	N
MOROCCO	S	Y	S	Y	S	S	S	Y	Y	Y
ROMANIA	N	N	N	N	N	N	Y	N	N	Y
RUSSIA	N	N	N	N	N	N	N	N	Y	Y
SAN MARINO	—	—	—	—	—	—	—	—	—	—
SLOVENIA	N	N	N	S	N	N	S	N	N	S
SPAIN	N	N	N	N	N	N	N	N	N	N
SYRIA										
TUNISIA	—	—	—	—	—	—	—	—	—	—
TURKEY	N	N	N	N	N	N	N	N	S	S
UKRAINE	N	N	N	N	N	N	N	N	N	Y

ANNEX 10

STATUS OF COMMUNICATIONS

O = Operational P = Planned N = None

COUNTRY	A1	A2	A3	SES at RCC(s)	NAVTEX	SafetyNET	COSPAS-SARSAT		Assign MMSIs	REGISTRATION		
							MCC	LUT		Mandated Registration	Database in Place	Data available 24 hrs
ALBANIA	O	O	–	P	P	P	P	P	P	P	N	O
ALGERIA												
BOSNIA AND HERZEGOVINA	P	P	P	P	P	P	P	P	P	P	P	P
BULGARIA	P	O	O	P	O	P	N	N	O	O	P	P
CROATIA												
CYPRUS	P	P	P	P	O	N	N	N	O	O	O	O
EGYPT	P	P	O	O	O/P	N	N	N	O	P	P	P
FRANCE	O	O	O	N	O	N	O	O	O	N	O	O
GEORGIA												
GREECE	O	O	O	O	O	O	P	P	O	O	O	O
ISRAEL	O	P	P	O	O	N	N	N	O	O	O	N
ITALY	P	P	O	O	P	P	O	O	O	O	O	O
LEBANON	P	P	O	N	N	N	N	N	O	P	P	P
LIBYA												

COUNTRY	A1	A2	A3	SES at RCC(s)	NAVTEX	SafetyNET	COSPAS-SARSAT		Assign MMSIs	REGISTRATION		
							MCC	LUT		Mandated Registration	Database in Place	Data available 24 hrs
MALTA	P	P	N/A	P	O	N/A	N/A	N/A	O	O	O	P
MONACO	N	N	N	N	N	N	N	N	N	N	N	N
MOROCCO	P	P	–	P	P	–	P	–	O	O	P	P
ROMANIA	O	O	O	P	N	N	N	N	O	O	N	N
RUSSIA	O	P	N	P	O	P	O	O	O	O	P	P
SAN MARINO												
SLOVENIA	O	N	N	O	N	N	N	N	O	O	P	P
SPAIN	P/O	O	O	O	O	N/A	O	O	O	O	O	O
SYRIA												
TUNISIA												
TURKEY	O	O/P	O	P	O	N	N	N	O	P	P	P
UKRAINE	P	P	P	P	O	O	O	P	P	P	P	O

ANNEX 11

STATEMENT BY THE DELEGATION OF CYPRUS

We would like to refer to SAR information submitted by the Turkish delegation and the map indicating the area in which the Turkish Government has offered to provide SAR services.

In this regard, the Cypriot delegation would like once again, to place on record that it does not accept the boundaries shown in the aforementioned map and it reserves all its rights. The arrangements arbitrarily suggested by the Turkish delegation are unrealistic and politically motivated. In fact they constitute an effort to legalize the results of the Turkish invasion against Cyprus, of July 1974, which has been condemned by numerous UN resolutions.

The Cypriot delegation would like to reiterate its position regarding the SAR region of the Republic of Cyprus, which is as follows:

As we have already informed IMO, our Maritime SRR coincides with the Aeronautical SRR which is the Nicosia FIR. This region was established in the European Regional Air Navigation Meeting in 1952 and 1958 and is described in the current air navigation plan of ICAO Doc.7754 Part IX - SAR Services chart SAR-IA (See the map attached to this statement).

The boundaries of the Search and Rescue Region (SRR) of the Republic of Cyprus as shown in IMO document SAR.3/Circ.5, annex 6 page 16 should coincide and in fact do coincide with the boundaries of the Nicosia flight Information Region (FIR).

The above information is also corroborated by the IMO document T 2/5.02/(NVI) of 15 June 1976 in which Cyprus is included in annex II attached to that document and shown as a Member State whose Maritime SAR region is covered by the Aeronautical SAR Plan. In this region (Nicosia FIR) Cyprus already provides successfully SAR services since 1960.

Finally, the above practice reflects the international trend of harmonization of the two regions according to the IMO recommendations (i.e. Resolution 1 of the SAR Convention, IMOSAR Manual, the revised text of the SAR Convention which has already been accepted by MSC 68, the Joint ICAO/IMO SAR Manual, etc.).

Delimitation of Cyprus SRR

The maritime search and rescue region of Cyprus is identical to the aeronautical SRR (NICOSIA FIR), bounded by straight lines joining the following geographical positions:

A:	35° 55' N	35° 40' E
B:	35° 55' N	33° 33' E
C:	36° 05' N	30° 00' E
D:	33° 30' N	30° 00' E
E:	31° 50' N	33° 59' E

and then to geographical position A along the lines separating the ICAO SRRs of Nicosia with Tel Aviv, Beirut and Damascus respectively.

Further to my verbal intervention of 12 September 1997, regarding the attached Turkish statement by which the Turkish delegation attempted to dispute the legitimacy of my State and Government, I would like to place on record the following points:

- .1 the establishment of the Republic of Cyprus was based on three Treaties, i.e. the Treaty of Establishment, the Treaty of Guarantee and the Treaty of Alliance all being an integral part of the Cyprus constitution;
- .2 in 1963 Turkey and the Turkish Cypriots attempted unsuccessfully to abolish the Cypriot State and by the use of force to impose the partition of the Island which is explicitly forbidden by the above Treaties. With the same objective of partitioning the island, the Turkish Cypriot members had then withdrawn from the Cyprus Government, the Parliament and the Public Service and they still continue to abstain although they have been invited to return provided that they show the due respect to the Cyprus Constitution;
- .3 since its establishment the Cyprus State has complied with all its international commitments and in fact all States, the United Nations and all other international organizations are still recognizing the Cyprus State and Government without any reservation. Even Turkey herself continued accepting a Cypriot Ambassador accredited to Ankara until 1975, i.e. many years after the events of 1963. However the continuity of the Cypriot State and Government are undisputed and the fact is respectively reflected not only from the international treaties concluded and ratified by the Republic of Cyprus since 1963, but also by the numerous UN resolutions asking all UN Member States to respect the sovereignty and the territorial integrity of the Republic of Cyprus. It is indicative that one of the above resolutions i.e. No. 3212/1.11.74 was unanimously adopted including the vote of Turkey; and
- .4 as regards the point of the statement indicating that Turkey is still considering herself as a guarantor power of the Cyprus independence, it is worth examining the provisions of this Treaty and the respect shown by Turkey. Under the Treaty of Guarantee (article 2) "Greece, United Kingdom and Turkey recognize and guarantee the independence, territorial integrity and security of the Republic of Cyprus and also the State of affairs established by the Basic Articles of the Constitution". By this same article, Turkey and the other two guarantor powers have undertaken to prohibit any activity aimed at promoting directly or indirectly either union of Cyprus with other State **or partition** of the island. The same obligation was undertaken by Turkey, by the Treaty of Alliance by which (Article 2): "The Contracting Parties undertake to resist any attack or aggression, direct or indirect directed against the independence and or the territorial integrity of the Republic of Cyprus".

As it is known, in July 1974, Turkey not only did violate the Treaties about Cyprus but in contrast imposed by the use of illegal force and in violation of the UN Charter, the partition of the island, i.e. exactly what she had undertaken to avoid. In fact, in November 1983 Turkey and the Turkish Cypriots illegally proclaimed a separate State in the occupied area of Cyprus, an act which has been repeatedly condemned by the Security Council resolutions, nos. 541/83 and 550/84. Nevertheless, Ankara still continues the same partitionist policy and has recently threatened to integrate the occupied part of Cyprus to Turkey. However, the non respect of the commitments assumed by the Republic of Turkey within the framework of IMO, is, unfortunately, nothing new either for Cyprus or for the international community as a whole.

ANNEX 12

STATEMENT BY THE DELEGATION OF GREECE

Greece provides SAR services in the Aegean sea covering maritime areas interspersed with a large number of Greek islands each one of them situated frequently in close proximity with others. This geographical situation results in the delimitation, around the islands, of territorial waters whose limits frequently overlap.

This geographical situation was taken into consideration during the Istanbul (1950), Paris (1952) and Geneva (1958) Regional Air Navigation Meetings for the delimitation of the FIRs of the Air Navigation Meetings for the delimitation of the FIRs of the Air Navigation Plan for the European Region. The eastern limits of the Athinae FIR, as accepted by the participant States - including Turkey - and approved by ICAO council decisions, covers all the Greek islands in the eastern part of the Aegean sea. In fact, as it is noted in the Report of the above mentioned Air Navigation Meetings, both the Turkish and the Greek delegations indicated coordinates in order to delimit their respective FIRs.

At the Meeting held in Istanbul (1950) Turkey indicated the coordinates of her western sea boundaries in the Aegean and Greece indicated the coordinates of the eastern sea boundaries in the Aegean. The respective coordinates coincide absolutely.

The lay out of the FIRs limits was reported on ICAO Chart No 7 of the Air Navigation Plan for the European Region. The decisions, approved by the ICAO Council were unanimous, with the consent of Turkey. This is also evidenced by the Turkish official Air Navigation map of 1953, published in Ankara. By the same ICAO Council decisions, in 1952 and 1958, the Regions of responsibility, for SAR operations were delimited and these limits coincide with the limits of the corresponding FIRs. This is the case of Athinae and Istanbul FIR.

This situation is consistent with IMO Recommendations on the alignment of SAR boundaries with the corresponding FIR Regions. It is consistent also with the joint ICAO-IMO SAR Manual and with the new Annex to the 1979 Hamburg Convention, as adopted by the Maritime Safety Committee of the IMO.

The joint ICAO-IMO Search and Rescue Manual reflects the general trend of harmonization of maritime and aeronautical SAR Regions and procedures. It contains a recommendation, in point 2.3.15(d), according to which "Whenever practicable maritime and aviation SRR limits should coincide".

A similar provision is contained as a binding obligation in ICAO Annex 12 on Search and Rescue. Furthermore, the recently adopted new Annex to the Hamburg 1979 Convention provides (2.1.3) that "the SAR regions should be contiguous and, as far as practicable, not overlap".

In practice, in many regions the limits of the existing maritime SAR Regions are identical to those agreed by Regional Air Navigation meetings of the ICAO for aeronautical SAR Region.

The arrangements arbitrarily presented by Turkey for the Aegean - proposing the delimitation of a maritime area and covering a considerable number of Greek islands - are unrealistic and serve purposes other than the protection of life at sea in an area which corresponds to that assigned to Greece by ICAO for the provision of air traffic services and SAR services. Therefore Greece does not accept the above proposed Turkish arrangements and reserves her position on this matter.

We strongly believe that the coordination of SAR operations involving naval and aeronautical units implies the organization of common procedures and services as well as the delimitation of regions of responsibility with the same limits for maritime and aeronautical SAR purposes.

STATEMENT BY THE DELEGATION OF GREECE

After lengthy discussions in the Panel for the Eastern Mediterranean SAR plan and especially the delimitation of SAR regions despite our good will and tremendous efforts of the chairman, the results were unsuccessful for the above area.

The reason has to do with the insistence of Turkey to propose overlapping co-ordinates of SAR region in the Aegean, covering maritime areas interspersed with a large number of Greek islands, each one of them frequently situated in close proximity with others.

This geographical situation was taken into consideration for the delimitation, during regional air-navigation meetings (1950, 1952, 1958) of the Athinai and Istanbul FIR - SAR regions approved by the ICAO Council. In these meetings Turkey indicated, for the purposes of delimitating, the co-ordinates of her western boundaries of the Aegean and Greece indicated the co-ordinates of her eastern sea boundaries in the Aegean. The respective co-ordinates coincide absolutely. The eastern limits of Athinai FIR - SAR region covers all the Greek islands in the eastern part of the Aegean sea. This is evidenced by ICAO chart No. 7 of the Air-Navigation Plan for the European Region by the Turkish official Air-Navigation Map of 1953.

The Greek proposal for the delimitation of a maritime SAR region is consistent with the three basic principles specified by IMO as follows:

- Harmonization, to the extent possible, of maritime search and rescue regions with those established for aeronautical purposes.
- Application, in the case of States with opposite or adjacent coasts, of the median line of equidistant from the nearest points of their coastlines.
- The application of relevant provisions of individual agreements between Governments.

Turkey did not agree to follow the above-mentioned principles for the purpose of delimitation as well as to additional criteria proposed by Greece during the Panel's discussions which are reflected in the report, essentially the adoption of IMO recommendations on the alignment of SAR boundaries with the FIRs.

The arrangements arbitrarily proposed by Turkey are unrealistic, serve purposes other than the protection of life at sea and without precedent in any other part of the globe. Therefore, Greece does not accept the above Turkish arrangements and reserves her position on this matter.

It has been stressed that, every year the Aegean sea is fully congested by thousands of merchant vessels of any kind subject to SOLAS, plus tens of thousands of passenger ferries, fishing vessels and boats and an overwhelming number of pleasure boats which well exceed thirty thousand.

It has to be realized that more than three times the Greek population are carried or moved from the mainland to the islands or vice versa. To those numbers we have to add some millions of visitors to our country which are carried from the mainland to the islands back and forth to their satisfaction.

Despite the huge level and the tremendous number of both the above-mentioned vessels/boats and passengers carried, Greece has never been reported (for at least the last 40 years) for any serious maritime accident or loss of lives.

On the contrary our country has been reported for its organization, infrastructure, personnel, means and tradition of succeeding in the almost unbelievable case of "Jupiter" which was evacuated in ten minutes saving more than 700 young students, for which we were decorated.

Greece has provided for many decades efficient SAR services for maritime and aeronautical incidents having at its disposal both civil and military infrastructure under the direct command of the Joint Rescue Co-ordination Centre's staff for SAR operations.

These are the reasons why Greece proposed this kind of delimitation of maritime SAR areas fully ensuring the protection of life, property and sea environment in the surrounding areas namely the Ionian, Aegean and Cretan sea.

ANNEX 13**STATEMENT BY THE DELEGATION OF TURKEY**

Turkey is surrounded by sea with over 8300 km of coastline. The Turkish Straits, namely the Strait of Istanbul, the Strait of Canakkale and the Sea of Marmara, has very dense maritime traffic. Public awareness and sensitivity have grown in recent years as regards safety of life at sea due to major accidents which have occurred in the Strait of Istanbul in particular.

Turkey attaches utmost importance to the enhancement of its maritime Search and Rescue (SAR) capabilities and to the furtherance of co-operation with other States in the region. Turkey has ratified the SAR (Hamburg) Convention, 1979, and is fully committed to its letter and spirit.

Turkey has full SAR capability within its declared SAR region in the Aegean and Eastern Mediterranean. The boundaries of the SAR regions declared by Turkey in the Aegean and the Eastern Mediterranean in 1989 are reflected in IMO document SAR 3/Circ.5, annex 6 page 72.

Turkey has one RCC (Rescue Co-ordination Centre) and 7 RSCs (Rescue Co-ordination Sub-Centres). The Undersecretariat for Maritime Affairs in Ankara is responsible for co-ordinating Search and Rescue operations. The RCC monitors distress frequencies through the Coast Guard telecommunication network and GMDSS stations. 40 VHF stations have been established alongside the Turkish coast from Hopa on the Black Sea to Isenderun in the Southern Mediterranean. 19 VHF/DSC coast radio stations are fully operational. One (1) MF/DSC coast station in Istanbul is operational and 8 MF coast stations will be equipped with DSC systems by the end of 1997. One (1) HF/DSC coast station in Istanbul is also operational. 4 NAVTEX stations in Istanbul, Izmir and Antalya are functioning. Inmarsat-A and C Coast Earth stations are operational.

The Turkish Coast Guard has improved its capabilities in search and rescue at sea by patrolling with 13 patrol boats in the Black Sea, 9 in the Sea of Marmara, 16 in the Aegean Sea and 20 in the Eastern Mediterranean Sea. Preparation is underway to further enhance Turkey's SAR capabilities with additional Coast Guard boats, helicopters and fixed-wing units. 35 helicopters with SAR configurations will be procured within the next 5 years. 6 additional SAR boats are planned to be in service until 1999. In addition to the available SAR Units, other fixed-wing aircraft dedicated to SAR missions and equipped with standard SAR equipment can also be alerted and utilized in SAR operations when required. The Turkish navy is also assisting in humanitarian operations including search and rescue with 25 tug boats and 7 pilot boats in the Aegean and Eastern Mediterranean Seas.

Turkey's A1, A3 and A4 facilities are operational, and its A2 facilities will be fully operational by the end of 1997. A SES will be installed in 1998 at one RCC. All other GMDSS needs along the coast are satisfied.

SEARCH AND RESCUE TRAINING IN TURKEY

Besides the equipment and communications facilities used in such operations, the most important factor in conducting search and rescue operations successfully is well educated and trained personnel.

The success of search and rescue operations depends on carrying out the planning and implementation accurately and rapidly. In order to achieve this, the personnel functioning in the Rescue Co-ordination Centres (RCCs), Rescue Sub Centres (RSCs) and SAR units should be trained on search and rescue matters.

For this purpose, Search and Rescue Training is being conducted in the Training Centre established within the Turkish Coast Guard. This Training Centre is located in Izmir.

The personnel who will be commissioned in co-ordination centres, rescue sub-centres and rescue units are trained in subjects such as awareness, initial actions, search planning, search operations, mission conclusion and communication techniques.

As the Aeronautical, Maritime and Inland SAR operations are different from each other the training programmes are different. Aeronautical, Maritime and Inland SAR training is provided by Turkish Armed Forces with the participation of the Coast Guard.

Training in emergency aid is provided by the health care units located in the region.

There is also a SAR simulation and GMDSS training programme in Turkey which was developed by the Marine Faculty, Istanbul Technical University.

Seafarers and radio officers from Romania, Bulgaria and former Yugoslavia have participated in this programme and have been certificated.

Other Black Sea Coastal States are encouraged to participate in SAR simulation and GMDSS training programmes.

STATEMENT BY THE DELEGATION OF TURKEY

Turkey attaches great importance to enhancing maritime search and rescue (SAR) services in the Black Sea. Accordingly, the relevant Turkish authorities have offered to share their SAR and GMDSS capabilities with other Black Sea Coastal States.

Following the Varna SAR Seminar and Workshop in 1994, a Black Sea Conference on SAR and GMDSS was convened in Istanbul with the financial support of Turkey between 30 October and 1 November 1996. Bulgaria, Georgia, Romania, the Russian Federation, Ukraine and Turkey participated in the Conference.

The objectives of the Conference were as follows:

- to assist the Black Sea Coastal States in enhancing their maritime SAR capabilities in conformity with the provisions of chapter V of SOLAS 1974;
- to encourage acceptance and effective implementation of the International Convention on Maritime SAR, 1979; and
- to reach an agreement regarding the delimitations of maritime SAR regions in the Black Sea and to integrate them to global SAR plans.

A draft agreement prepared with the contribution of Coastal States in the field of co-operation and co-ordination of maritime SAR services was considered during the Conference.

Another important recommendation of the Conference was to conclude, as soon as possible, bilateral and/or multilateral agreements so as to facilitate and expedite the efficient conduct of search and rescue operations. Turkey has concluded a bilateral agreement with Georgia on the establishment of SAR regions. Discussions are continuing with Ukraine and Bulgaria on similar agreements.

A Second Meeting was convened in Istanbul upon the invitation and with financial support of Turkey from 5 to 7 May 1997 in Istanbul during which the above-mentioned draft agreement was discussed and finalized. The agreement was unanimously adopted by the meeting.

I would like to take this opportunity to express, once again, our thanks and appreciation to all Black Sea countries for their active participation in the whole exercise in a spirit of solidarity and co-operation. We hope to convene a diplomatic conference before the end of 1997 for the signing of the agreement.

Our thanks are also addressed to the IMO Secretariat, for their contributions without which the Istanbul Conference would not be crowned with success.

Turkey attaches utmost importance to the enhancement of its Maritime Search and Rescue (SAR) capabilities. Turkey has ratified the SAR (Hamburg) Convention, 1979, and is fully committed to its letters and spirit. I would like to point out that article 2.1.4 and 2.1.5 of the Convention should remain unchanged as they form the core of the Convention. Article 2.1.7, which was alluded to by the Secretary-General of the IMO in his opening speech at this Conference, is also worth mentioning in that it stipulates that the delimitation of any search and rescue regions is not related to, and shall not prejudice the delimitation of any boundary between States.

In this context, and in view of the statement made by the Delegation of Greece, I would like to reiterate that maritime search and rescue regions in the Aegean Sea have not been established between the two coastal States by agreement in accordance with Article 2.1.4 of Chapter 2 of the

Hamburg Convention, 1979. In other words, no SAR boundaries agreed between Turkey and Greece exist in the Aegean Sea. Instead, there is a SAR region unilaterally declared by Greece regarding responsibility for SAR services over the whole of the Aegean outside Turkish territorial waters.

Turkey promulgated its own SAR regulation in 1989 by which it declared its SAR regions, where it will provisionally provide maritime SAR services pending the establishment of respective maritime SAR regions in the area by agreement. A chart indicating the SAR region of Turkey in the Aegean Sea and the Eastern Mediterranean is attached.

Turkey and Greece have conflicting claims in this matter and the SAR regions claimed by the two coastal States overlap. Turkey's repeated calls on Greece to clarify SAR regions through negotiations have, so far, failed to elicit positive response.

Furthermore, it should be recalled that search and rescue regions established in accordance with the Chicago Convention on International Civil Aviation of 1944, pertain exclusively to the services regarding air navigation. As such, they remain outside the scope of the International Convention on Maritime Search and Rescue and do not prejudice the annex of this Convention. Turkey is of the view that it is not appropriate to align maritime SAR regions with FIR, which are established for aeronautical technical services and information only. Moreover, maritime SAR regions, unilaterally declared by single states, should be reflected in related IMO documents as "provisional regions" pending delimitation by agreement among the States concerned.

STATEMENT BY THE DELEGATION OF TURKEY

The Republic of Cyprus which was founded in accordance with the International Cyprus Treaties on the basis of partnership between the Turkish Cypriot and Greek Cypriot peoples of the Island, ceased to dispose of constitutional organs with authority to represent it as a whole after its Constitution was unilaterally and unlawfully abrogated in 1963 by the Greek Cypriot side through the use of force, despite the protestations and resistance of the Turkish Cypriot side. The Greek Cypriot Administration has, since that time, represented exclusively the Greek Cypriots and their interests. As a guarantor power under the 1960 Treaty on Guarantee, Turkey does not recognize this administration or its claims for legitimacy.

There is no single authority which, in fact or in law, jointly represents or is competent to represent the two Communities, and consequently, Cyprus as a whole. The legitimacy of the 1960 Republic lay in the joint presence and effective participation of both sides on an equal footing in all the organs of Cyprus as a whole. This is one of the main issues which has to be settled by the negotiating Cypriot leaders on the basis of equality under the umbrella of the United Nations Security Council.

In the light of the above, Turkey considers the representation of Cyprus as a whole by the Greek Cypriot Administration at the IMO neither legal nor legitimate. Therefore, the commitments assumed by the Republic of Turkey within the framework of the Conference on Maritime Search and Rescue and the GMDSS held in Valencia, Spain, from 8 to 12 September 1997 have no validity or applicability as regards and in relation to Cyprus and they do not create obligations for Turkey in that respect.

ANNEX 14

RESOLUTIONS ADOPTED BY THE CONFERENCE

Resolution No. 1

ADOPTION OF THE PROVISIONAL MARITIME SEARCH AND RESCUE (SAR) PLANS FOR THE MEDITERRANEAN AND BLACK SEAS REGIONS AND ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON MARITIME SAR, 1979

The 1997 VALENCIA Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979, to develop and promote search and rescue activities by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue region to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that, in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the region concerned,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto, which provides that the delimitation of search and rescue regions is not related to, and shall not prejudice, the delimitation of any boundary between States,

HAVING CONSIDERED the progress made in preparing the draft provisional maritime search and rescue plans during the Seminars and Workshops on Maritime Search and Rescue in:

- Varna, Bulgaria, from 24 to 28 October 1994, and the corresponding Conference held in Istanbul, Turkey, from 30 October to 1 November 1996, as far as the Black Sea region is concerned; and in
- Toulon, France, from 4 to 8 September 1995, as far as the Mediterranean Sea region is concerned.

HAVING DUE REGARD to the statements made by various delegations as reflected in the relevant parts of the report of the Conference;

1. ADOPTS the Provisional Maritime Search and Rescue Plans for the Mediterranean and Black Seas regions set out in the relevant parts of annexes 1 and 2 respectively to the present resolution;
2. INVITES all coastal States in the Mediterranean and Black Seas regions:
 - (a) to consider ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979, at the earliest possible time if they are not yet parties to that Convention; and
 - (b) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to augment the said Plans and to keep the information contained therein up-to-date; and
3. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the two regions inviting, in particular, those which did not attend the Conference to either approve and accept the delimitations recommended by the Conference for SAR purposes or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments thus agreed to the Secretary-General.

ANNEX 1 TO RESOLUTION 1

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE MEDITERRANEAN SEA REGION

INTRODUCTION

The Provisional Maritime Search and Rescue Plan for the Mediterranean Sea region has been prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Valencia Conference on Maritime Search and Rescue and the GMDSS, in September 1997 and is subject to adoption by the States concerned.

The Plan, once finalized, will consist of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available, including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations established at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated Inmarsat Coast Earth Stations (CES);
 - .2.5 Associated COSPAS/SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility for SAR purposes of countries in the region which did not attend and, without prejudice to the rights of those States, accepted the delineation of provisional areas of responsibility. The Conference invited the countries concerned to either approve and accept the limits recommended by the Conference or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this Annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area within a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Ultra long-range aircraft (ULR). Aircraft with a radius of action of 1500 n.m. plus 2.5 hours search time remaining.

Mission Control Centre. A ground station responsible for collecting, storing and sorting out data from LUTs and other MCCs, and for providing such data to SAR networks.

Very long-range aircraft (VLR). Aircraft with a radius of action of 1,000 n.m. plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus half hour search time remaining.

Heavy helicopter (HEL-H). Helicopter with a radius of action for rescue purposes of more than 200 n.m and capacity for evacuating more than 15 persons and an endurance of more than 3.5 hours.

Medium helicopter (HEL-M). Helicopter with a radius of action for rescue purposes of 100 - 200 n.m. and capacity for evacuating up to 15 persons and an endurance up to 3.5 hours.

Light helicopter (HEL-L). Helicopter with a radius of action for search and rescue purposes of up to 100 n.m and capacity for evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV*). Long range seagoing craft.

Rescue boat (RB*/). Short range coastal/river craft.

Coast earth station (CES). An INMARSAT communication station on the surface of the earth.

* / Speed should be inserted, e.g. "RV(10)".

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system <u>*/</u>
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
COSPAS-SARSAT	International satellite system for search and rescue
CRS	Coast radio station
ULR	Ultra long range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
IMOSAR	IMO Search and Rescue Manual
Inmarsat	International Mobile Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
NM	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single-side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft
MSRR	Maritime search and rescue region

*/ When indicated, it means that ship position information is available from the system.

EASTERN MEDITERRANEAN SEA

1 Although Lebanon did not participate in the Workshop Panel, it was represented at plenary session of the Conference, and provided information to assist in preparation of the Eastern Mediterranean Panel report. Algeria and Libya did not attend the Conference.

2 Syria did not attend the Eastern Mediterranean Panel.

SAR Facilities

3 The number of RCCs, RSCs and SAR facilities within the sub-region was deemed to be adequate overall. Nevertheless, several States intended to add additional boats and aircraft in the future.

4 Greece has one Joint RCC and five RSCs. It has dedicated helicopters, fixed-wing aircraft and Coast Guard vessels throughout the Aegean Sea. It also has arrangements for all Navy and Air Force facilities to support SAR operations within its SRR. Large numbers of tugs, passenger ferries, fishing vessels and pleasure craft operating in and around Greek territorial waters also operate under the RCC's supervision and control.

5 Turkey has one RCC and seven RSCs. It plans to supplement its existing designated SAR facilities, which include helicopters, with additional Coast Guard boats, helicopters and fixed-wing units over the next few years. It presently has arrangements for the navy and airforce to support the RCC in its SAR region.

6 The RCC function of Israel is currently satisfied cooperatively by Navy Headquarters and a "situation room" operated by its Ministry of Transport. Once the lead responsibility for maritime SAR is sorted out nationally, an RCC will be established within the appropriate agency. Navy and Air Force facilities, including heavy-lift helicopters, are readily available to support SAR. A national SAR plan will be developed in due course describing the roles of the various agencies.

7 Egypt is in the process of establishing a national SAR organization taking into account recommendations from a recent assessment conducted by Canada based on a request for such assistance which Egypt arranged through IMO. In the interim, the various port authorities under the Ministry of Transport coordinate SAR response with the assistance of military facilities. New vessel traffic systems are expected to improve safety and support SAR operations.

8 Cyprus has one RCC with a second one under trial. The Ministry of Defence is the responsible SAR agency. Helicopters, fixed-wing aircraft, rescue vessels and boats are readily available, and the distribution of SAR facilities is considered generally adequate. The military, police and various other authorities support SAR.

9 Lebanon intends to develop a national system for maritime SAR in the future as resources become available.

10 It was noted that most States depend to some extent upon military facilities to help support SAR operations, even though the primary authorities responsible for civil SAR are often civilian ministries. Therefore, it was considered to be important where such situation exists that national processes for close co-operation between military and civilian authorities involved with civil SAR be established.

Communications

11 The Panel was pleased to note that with the planned installation of shore-based facilities by Lebanon, Cyprus and Egypt, together with other operational and planned facilities already indicated

in the GMDSS Master Plan, the entire Eastern Mediterranean will be covered by A2 Sea Areas, and most of the perimeter will be covered by A1 Sea Areas.

12 Greece has operational A1, A2 and A3 areas supported by the Hellenic Coast Guard, and plans to install a COSPAS-SARSAT MCC/LUT to provide coverage needed in the Eastern Mediterranean. During 1997 and 1998, communications responsibilities for the Sea Areas will shift to the National Telcom organization, with the Coast Guard facilities remaining available for backup safety capability. Greece has full Inmarsat capabilities via a dedicated landline connection between the CES and the RCC, which also uses Inmarsat A and C SESs.

13 Turkey's A1 and A3 facilities are operational, and its A2 facilities will be fully operational by the end of 1997. A SES will be installed in 1998 at one RCC. All other GMDSS needs along the coast are satisfied. Turkey has full Inmarsat capability via a dedicated and landline connecting the RCC and the SES.

14 Lebanon plans to provide A1 and A2 coverage in the future. Provisions for MSI broadcasts and equipment registration are still needed.

15 Israel plans to install a HF DSC station and declare an A2 area in the future. Once this is done and arrangements are made for 24-hour access to registration data, all GMDSS needs will be satisfied.

16 At present, little of the needed GMDSS infrastructure is available in Egypt, but plans are well underway to satisfy all these needs. NAVTEX broadcasts are already being promulgated, and the Suez Canal Authority has installed a SES at its RCC.

17 All pertinent GMDSS measures are in place for Cyprus except that A1, A2 and HF DSC facilities will become operational later in 1997. It is expected that Italy will replace France in the future as the source of COSPAS-SARSAT data delivered to Cyprus.

18 Concerns were expressed by the Panel about insufficient progress in reducing the numbers of false alerts and alerts with incomplete information. It believed that elimination of full time communications personnel aboard ships and insufficient standardization of equipment controls were contributing factors to these problems.

19 The Panel also believed that an effective process must be established for coordination among RCCs throughout the Mediterranean and beyond in order to eliminate confusion and time delays in responding to distress situations.

National and International Plans and Agreements

20 Nearly all States of the Eastern Mediterranean had either established a national SAR co-ordinating committee or similar process to identify the SAR roles of their national authorities and co-ordinate their work.

21 No bilateral SAR agreements have been established among the Eastern Mediterranean States. However, all the States concerned realized the value of such agreements as called for by the International Convention on Maritime Search and Rescue, 1979, and were committed to seeking future opportunities to conclude such agreements and arrangements.

Provisional Maritime Search and Rescue Regions

22 The following co-ordinates describe the lines which define the provisional SAR regions proposed by the delegations of the Eastern Mediterranean. These co-ordinates indicate substantial overlap between the SAR regions proposed by Cyprus, Greece and Turkey.

23 Neither Syria nor Lebanon participated in the discussions leading to development of the provisional SAR regions.

Cyprus:

24 The draft provisional maritime SAR region of Cyprus is bounded by straight lines (except as indicated) joining the following geographical points:

- | | | | |
|---|------------------------|---|--|
| 1 | 35° 55' N
35° 40' E | 4 | 33° 30' N
30° 00' E |
| 2 | 35° 55' N
33° 33' E | 5 | 31° 50' N
33° 59' E |
| 3 | 36° 05' N
30° 00' E | 6 | Then along the lines separating the ICAO SRRs
of Nicosia, Tel Aviv, Beirut and Damascus |

Egypt:

25 The draft provisional maritime SAR region of Egypt is bounded by straight lines joining the following geographical points:

- | | | | |
|---|--|---|------------------------|
| 1 | From the land boundary of Egypt with its neighbouring State to the East of Egypt | | |
| 2 | 31° 50' N
33° 59' E | 4 | 34° 00' N
27° 10' E |
| 3 | 33° 30' N
30° 30' E | 5 | 34° 00' N
24° 10' E |
| 6 | To the maritime boundary of Libya and Egypt | | |

Greece:

26 The draft provisional maritime SAR region of Greece is bounded by straight lines joining the following geographical points:

- | | | | |
|---|---|---|------------------------|
| 1 | From the Greek-Albania frontier | | |
| 2 | 40° 25' N
19° 00' E | 5 | 34° 00' N
27° 10' E |
| 3 | 36° 30' N
19° 00' E | 6 | 33° 30' N
30° 00' E |
| 4 | 34° 00' N
24° 10' E | 7 | 36° 05' N
30° 00' E |
| 8 | The lines determining the seaward Eastern frontier of Greece and the Western frontier of Turkey | | |

27 Turkey registered its objection to the maritime SRR proposed by Greece and stated that determination of littoral sea boundaries for the Turkish-Greek territorial seas in areas where they overlap have not been effected through agreement.

28 In reply to the above Greece stated that:

"During the ICAO Regional Air Navigation Meeting (Istanbul, 1950) with the aim of delimitation of FIR/SAR regions of the Air Navigation Plan for the European Region, Turkey indicated, for the purposes of delimitation, the co-ordinates of her western sea boundaries in the Aegean, and Greece indicated the co-ordinates of her eastern sea boundaries in the Aegean. The respective co-ordinates coincide absolutely with the Report of the above Istanbul Air Navigation meeting and were approved by the ICAO Council.

The layout of the sea delimitations was reported on ICAO Chart No. 7 and in the Turkish Official Air Navigation Map of 1953.

These legal instruments proved without any doubt that in the Aegean do exist sea boundaries between Greece and Turkey."

Israel:

29 The draft provisional maritime SAR region of Israel is bounded by straight lines (except as indicated) joining the following geographical points:

- 1 From the land boundary between Egypt and the neighbouring State to the East of Israel
- 2 31° 50' N
33° 59' E
- 3 Along a line separating the ICAO Nicosia and Tel Aviv SRRs to 33° 06' N
35° 07' E
- 4 To the maritime boundary between Israel and Lebanon

Turkey:

30 The draft provisional maritime SAR region of Turkey is bounded by straight lines joining the following geographical points:

- | | | | |
|---|--------------------------------|---|--------------------------------|
| 1 | 40° 42' 50" N
26° 03' 00" E | 5 | 35° 03' 00" N
28° 30' 00" E |
| 2 | 40° 25' 50" N
25° 00' 00" E | 6 | 35° 07' 00" N
32° 17' 00" E |
| 3 | 38° 50' 00" N
24° 45' 00" E | 7 | 35° 07' 00" N
33° 56' 10" E |
| 4 | 37° 18' 00" N
25° 38' 00" E | 8 | 35° 55' 30" N
35° 55' 00" E |

31 Greece stated that it could not accept the provisional SRR proposed for Turkey, and therefore reserved its position on this matter. Greece requested that Turkey explain the basis for its proposal.

32 In response, Turkey provided the following statement in writing for the report:

"Turkish SAR regulations are in full conformity with the long-standing position of Turkey regarding SAR regions in the Aegean. The objective of the regulations dated 7th January 1989 is merely to determine the responsibilities of different national authorities in order to provide a more effective co-ordination which will pave the way for better SAR services. The map attached to the regulations indicating the regions for SAR responsibility of Turkey is identical to the one notified to the IMO Secretariat as early as in 1982 and later in 1987.

The Turkey Regulations for SAR have consequently been carefully drafted so as to ensure strict compliance with the relevant provisions of the 1979 Hamburg Convention. It is indeed quite clearly specified in subparagraphs (i) and (j) of Article 6 of the Turkish Regulations for SAR that the modes of co-operation to be ensured with the neighbouring countries for SAR services on the high seas would be determined in accordance with international rules or through bilateral agreements between Turkey and the States concerned. Moreover, the sea areas beyond Turkish territorial waters where Turkey is to provide SAR services would be determined by agreement. In the very same subparagraph (j) of the Regulations, it is also indicated that the SAR delineations indicated on the map at annex 4 are of a provisional nature and will apply until the conclusion of relevant bilateral agreements with the States concerned."

33 Cyprus protested at the SRR proposed by Turkey emphasizing that the proposal was based on the *fiat accompli* established by Turkey against the Republic of Cyprus in 1974 in violation of both treaties about Cyprus and the United Nations charter. In this regard the delegation of Cyprus supported basing SRRs on concrete criteria according to relevant international Conventions and with full respect of general international law in order to avoid future problems.

CENTRAL MEDITERRANEAN SEA

34 No provisional SRRs were agreed for the Central Mediterranean Sea region. The importance of multilateral or bilateral agreements in connection with delimitation of SRRs was stressed by the Conference.

35 The Tunisian delegation informed the Panel that no regional SRRs have been agreed between the countries in the Central Mediterranean sea. However there is co-ordination between RCCs in the region. Efforts are being made to consolidate this co-ordination and co-operation and to conclude either bilaterally or multilaterally agreements on search and rescue regions as specified in the 1979 SAR Convention.

36 In the delimitation of its SRR, the Maltese delegation underlined the fact that its maritime SRR coincides with its FIR/Aeronautical SRR, which had been established at the ICAO AFIRAN Conference in 1973. In maintaining an identical aeronautical and maritime SRR, Malta would be addressing a very important principle, i.e., the harmonization of the maritime SRR with that established for aeronautical purposes.

37 The Government of Malta had agreed that Malta should start discussions with its neighbouring countries with a view to concluding agreements on mutual co-operation and assistance in the SAR field in the region.

38 Italy had initiated discussions with Albania, Croatia, Malta and Slovenia and was planning to initiate discussions with Tunisia. Croatia and Italy were expecting to reach agreement on the delimitation of their SRRs very soon. Croatia and Slovenia were also discussing this issue.

39 The Panel considered the present co-ordination between existing MRCCs to be satisfactory and the countries involved would continue to enhance and strengthen their co-operation through SAR exercises and exchange of distress alert data.

Communications

40 The delegations confirmed that distress alerts were distributed adequately whenever accidents occurred in these sea areas; however Italy pointed out that in some cases it was difficult to establish contact.

41 VHF DSC communications were operational in Albania, Croatia and Slovenia, were on trial in Italy and being planned in Bosnia and Herzegovina, Malta and Tunisia.

42 The Panel expressed the opinion that all efforts should be made to eliminate interference to channel 70 by voice transmissions and that co-ordination of the use of VHF channels for SAR purposes was needed. When deciding on the siting of antennas for VHF, consideration should be given to possible problems of interference with other stations.

43 MF DSC communications were operational in Albania, on trial in Italy and being planned in Bosnia and Herzegovina, Malta and Tunisia.

44 The Panel was of the view that efforts should be made to provide the entire Mediterranean sea with MF DSC communications as this would also facilitate the fitting of non-SOLAS ships for the GMDSS.

45 HF DSC communications were being provided by Piraeus and Barcelona and a HF DSC station was on trial in Rome.

46 The Panel saw no need for additional COSPAS-SARSAT LUTs in the area concerned. With regard to SAR communication networks (inter-RCC network), the Panel was of the view that a formalized and automated data network was desirable.

47 The Panel noted that MSI facilities could be used more often than at present in SAR operations since they provide an easy and quick way of passing information. Co-operation existed between RCCs and stations transmitting MSI in Italy, Malta and Tunisia.

48 The following requirements for SAR facilities and equipment were identified:

- Albania had a need for SAR facilities in general;
- Malta had a need for technological updating of electronic equipment etc.;
- Tunisia had a need for developing data communication links between its surveillance and monitoring radar stations.

The Panel noted that Bosnia and Herzegovina was co-operating very closely with Croatia and Slovenia with Italy and that none of the countries had any immediate needs.

49 The Panel noted that Italy and Tunisia had official national SAR plans and that Albania was in the process of revising its national SAR plan.

50 The Panel was informed by Italy of the establishment of a registration database for GMDSS and SAR information. Noting that it might not be possible or necessary for each country to set up its own database, the Panel appreciated Italy's intention to accept to include in its database information received from other countries and to make this information available on request.

51 Tunisia pointed out the clear need for two VTS systems in the areas of Cape Blanc and Cape Bon, where 40 to 50 ships transited every hour. Italy informed the Panel of its plans for the establishment of vessel traffic management information systems (VTMIS) along its coast and expressed its willingness to co-operate with and assist other countries in their establishment of such facilities. The Panel noted this with appreciation.

52 Italy was about to finalize its computerized and already operative ship reporting system (ARES), implemented in accordance with the provisions of the 1979 SAR Convention, which would provide location and navigational data of merchant vessels sailing throughout the world.

WESTERN MEDITERRANEAN SEA**France**

53 The draft provisional maritime SRR of France is bounded by straight lines joining the following geographical positions:

1	The land boundary between France and Spain	6	41° 20' N 09° 45' E
2	42° 00' N 04° 40' E	7	43° 10' N 09° 45' E
3	39° 00' N 04° 40' E	8	43° 30' N 09° 30' E
4	39° 00' N 07° 44' E	9	43° 30' N 07° 42' E
5	41° 20' N 07° 44' E	10	Land boundary between France and Italy

Morocco

54 The draft provisional maritime SRR of Morocco is bounded by straight lines joining the following geographical positions:

- 1 35° 50' N
05° 20' W (the coast)
- 2 35° 50' N
02° 06' W

The above provisional SRR is subject to acceptance by the relevant authority of Morocco.

Italy

55 The draft provisional maritime SRR of Italy is bounded by straight lines joining the following geographical positions:

1	The land boundary between France and Italy	15	36° 00' N 19° 00' E
2	43° 30' N 07° 42' E	16	40° 45' N 10° 00' E
3	43° 30' N 09° 30' E	17	41° 07' N 18° 55' E
4	43° 10' N 09° 45' E	18	42° 18' N 16° 29' E
5	41° 20' N 09° 45' E	19	42° 31' N 16° 02' E
6	41° 20' N 07° 44' E	20	43° 28' N 14° 30' E
7	38° 32' N 07° 44' E	21	44° 21' N 13° 38' E
8	38° 32' N 09° 05' E	22	44° 32' N 13° 22' E
9	37° 30' N 11° 30' E	23	44° 47' N 13° 07' E
10	36° 30' N 11° 30' E	24	44° 49' N 13° 00' E
11	35° 15' N 12° 14' E	25	45° 18' N 13° 00' E
12	35° 15' N 12° 40' E	26	45° 26' N 13° 12' E
13	36° 30' N 14° 08' E	27	45° 38' N 13° 30' E
14	36° 00' N 16° 00' E	28	45° 35'39" N 13° 43'09" E

Spain

56 The draft provisional maritime SRR of Spain is bounded by straight lines joining the following geographical positions:

- | | | | |
|---|--|---|------------------------|
| 1 | To be agreed | 2 | 35° 50' N
02° 06' W |
| 3 | 36° 15' N
01° 30' W | 4 | 38° 20' N
03° 45' E |
| 5 | 39° 00' N
04° 40' E | 6 | 42° 00' N
04° 40' E |
| 7 | Land boundary between Spain and France | | |

SAR agreements or other arrangements

57 Discussions were being held between:

Spain - France
France - Monaco
France - Italy

to conclude a SAR agreement including the establishment of SRRs.

The SRRs given above are provisional and might be altered after the completion of agreements.

58 The boundaries of SRR were delineated to divide responsibility for initial alert reception and initial co-ordination in international waters.

59 The representatives agreed to meet within a year to continue the exchange of information on their respective SAR activities. Italy generously offered to host the meeting.

RCCs

60 All States from the Western Mediterranean present declared that adequate RCCs were available and that they were operational on a 24-hour basis with the capacity to work in English.

GMDSS

61 The GMDSS will be fully implemented in the region before 1 February 1999 with coverage for Sea areas A1 and A2.

Bilateral co-operation

62 A bilateral agreement exists between Spain and Morocco. The agreement will be amended with SRR boundaries defined as agreed between the two countries.

SAR communications

63 Relationship with the Inmarsat was briefly discussed as was the need to use the Inmarsat-C system to create an SAR network but no need was seen for the system at the moment. Telephone, telex and fax facilities were considered appropriate.

MSI

64 The area is, since 1994, fully covered by Navtex services where all RCCs are registered as information providers.

SAR facilities

65 In general, there are enough facilities available for traditional SAR missions. However it is necessary to consider whether some of the traditional facilities should be replaced or complemented with facilities dedicated to deal with complex accidents involving dangerous cargo or other hazards to human lives at sea or on land. Morocco is at the moment doing a review, in co-operation with France, on the need for national SAR resources.

False alerts

66 The increasing number of false alerts, especially with EPIRBs, was viewed with great concern. The Panel was of the opinion that continuous efforts to educate users was the best way to reduce the number of false alerts. Repeated misuse should be dealt with through legal procedures such as prosecution or other forms of legal actions. The users also need to be repeatedly informed of their responsibility to have their equipment correctly registered with a recognized SAR database.

ANNEX 2 TO RESOLUTION 1

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN
FOR THE BLACK SEA REGION**INTRODUCTION**

The Provisional Maritime Search and Rescue Plan for the Black Sea region has been prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Valencia Conference on Maritime Search and Rescue and the GMDSS, in September 1997 and is subject to adoption by the States concerned.

The Plan, once finalized, will consist of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available, including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations established at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated Inmarsat Coast Earth Stations (CES);
 - .2.5 Associated COSPAS/SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility for SAR purposes of countries in the region which did not attend and, without prejudice to the rights of those States, accepted the delineation of provisional areas of responsibility. The Conference invited the countries concerned to either approve and accept the limits recommended by the Conference or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this Annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area within a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Ultra long-range aircraft (ULR). Aircraft with a radius of action of 1500 n.m. plus 2.5 hours search time remaining.

Mission Control Centre. A ground station responsible for collecting, storing and sorting out data from LUTs and other MCCs, and for providing such data to SAR networks.

Very long-range aircraft (VLR). Aircraft with a radius of action of 1,000 n.m. plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus half hour search time remaining.

Heavy helicopter (HEL-H). Helicopter with a radius of action for rescue purposes of more than 200 n.m and capacity for evacuating more than 15 persons and an endurance of more than 3.5 hours.

Medium helicopter (HEL-M). Helicopter with a radius of action for rescue purposes of 100 - 200 n.m. and capacity for evacuating up to 15 persons and an endurance up to 3.5 hours.

Light helicopter (HEL-L). Helicopter with a radius of action for search and rescue purposes of up to 100 n.m and capacity for evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV*). Long range seagoing craft.

Rescue boat (RB*/). Short range coastal/river craft.

Coast earth station (CES). An INMARSAT communication station on the surface of the earth.

* / Speed should be inserted, e.g. "RV(10)".

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system */
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
COSPAS-SARSAT	International satellite system for search and rescue
CRS	Coast radio station
ULR	Ultra long range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
IMOSAR	IMO Search and Rescue Manual
Inmarsat	International Mobile Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
NM	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single-side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft
MSRR	Maritime search and rescue region

*/ When indicated, it means that ship position information is available from the system.

1 The Panel began by detailing the status of all the existing and planned RCCs and RSCs in the Black Sea Area, which amounted to 6 operational RCCs and 12 operational RSCs with a further 5 RSCs planned by Ukraine.

2 Following previous meetings and seminars over the past few years, including those arranged by the IMO in Varna 1994 and Istanbul October 1996 and a regional meeting organised by Turkey in May 1997, the text of an agreement concerning all the necessary requirements for establishing co-operation and co-ordination regarding Maritime Search and Rescue amongst Black Sea Coastal States was tabled before the Panel. It was unanimously agreed that the full text of this agreement should be reproduced as an appendix to this provisional SAR plan.

3 It was also stressed that the tremendous work which had been accomplished by all those concerned was in direct response to the request of the IMO to establish such an agreement either on bilateral or multilateral basis. All the countries present displayed a strong will to abide by the contents of this document which it was reported would be signed by the end of 1997 and passed to the Secretariat of IMO for information.

4 The establishment of individual SAR regions is fully covered by ARTICLE 5 of the agreement which reads as follows:

ARTICLE 5

"Search and Rescue Regions (SRRs) shall be established by bilateral and/or multilateral agreements between Parties. The Parties will inform each other about the conclusion of such agreements. Until SRRs are established Parties shall carry out SAR services through co-ordination and co-operation either jointly or according to the principle of early arrival on scene where SAR activity will take place. The implementation of a SAR operation by a Party in a given area shall not give that Party any rights or privileges in relation to that area in the future.

Parties shall ensure the closest practicable co-ordination between maritime and aeronautical SAR services so as to provide for the most effective and efficient SAR services in and over the SRRs to be established in accordance to Paragraph 1 of this article."

5 The panel took note of the commitment to establish "bilateral and/or multilateral agreements between Parties" on SRRs and felt it was premature to enter into any formal negotiations or discussions on this matter at this time.

6 With regard to the existing and planned facilities for SAR and the GMDSS the following agenda items were reviewed.

Regional requirements for VHF DSC, MF DSC, and HF DSC communications

7 VHF DSC is fully operational for the coastlines of Romania and Turkey. The Russian Federation announced that trials had recently commenced for VHF DSC along their coast and a state of full operation was planned by the middle of 1998. Bulgaria also stated that VHF DSC would be fully operational well before 1 February 1999.

8 MF DSC is fully operational up to a range of approximately 200 nautical miles from the coasts of Bulgaria and Romania. Turkey and the Russian Federation declared that MF DSC would also shortly be established along their respective coastlines. HF DSC will be fully operational from Istanbul Radio and Constanta Radio.

Registration of RCCs for the provision of MSI

9 A network of 6 NAVTEX stations has been fully operational in the Black Sea for a number of years which has ensured the provision of Maritime Safety Information and Weather Reports. No problems with the present situation were reported. Numerous Coast Radio Stations in the region also participate in the promulgation of Navigational Warning by RT as the situation demands.

Reducing false distress alerts

10 Representatives from each country spoke on the considerable problems caused to their SAR organisations by the receipt of frequent false distress alerts.

11 Bulgaria announced two initiatives which the Maritime Administration of Bulgaria had recently implemented:

- .1 It had been widely published that for Bulgarian registered shipping, the strict adherence to the time scale required for the GMDSS GOC certification would be enforced without exception; and
- .2 A separate log detailing all incidents of transmission of false distress alerts was to be introduced and would require to be completed by each duty officer at the end of each watch. The records of these logs would be kept by the Bulgarian Maritime Administration.

12 In attempting to assess the causes of false distress alerts, Romania had identified that there was often a trend for there to be more cases related to new ships sailing for the first time or coming back from the dry dock after major refitting. Each country had continued to study the causes of false alerts whenever practicable. Improper storage of EPIRBs, inadequate, or the lack of, sufficient training were identified as by far the main causes of the transmission of false distress alerts.

"APPENDIX TO ANNEX 2**PROVISIONAL AGREEMENT
ON CO-OPERATION REGARDING MARITIME SEARCH AND RESCUE
SERVICES AMONG BLACK SEA COASTAL STATES**

The Government of the Republic of Bulgaria, the Government of Georgia, the Government of Romania, the Government of the Russian Federation, the Government of the Republic of Turkey, the Government of Ukraine, hereinafter referred to as "Parties";

Recalling the objectives and the relevant provisions of the International Convention on Maritime Search and Rescue of 1979,

Recognizing that a high level of co-operation among Black Sea Coastal States is necessary to establish a maritime search and rescue (SAR) plan in the region, as part of the international plan,

Recognizing also that aeronautical SAR services are provided by Parties in conformity with the Convention on International Civil Aviation of 1944,

Recognizing the urgent need to establish bilateral and/or multilateral agreements or arrangements for the provision and co-ordination of SAR services and co-operation among Black Sea Coastal States, to expedite the efficient conduct of SAR operations and to bring these to the attention of the International Maritime Organization (IMO),

have agreed as follows:

APPLICATION**ARTICLE 1**

This Agreement applies to the co-operation among the Parties in respect of maritime SAR services within the Black Sea.

The competent authorities of each Party in which practical implementation of this Agreement is vested are listed in Annex 1 of this Agreement. The Parties will inform each other if and when any change occurs to their respective competent authorities.

JURISDICTION**ARTICLE 2**

Nothing in this Agreement shall affect in any way the rights and obligations of a Party, arising from other bilateral and/or multilateral international agreements to which they are a Party.

TERMINOLOGY

ARTICLE 3

For the purpose of this Agreement the terms and definitions contained in Chapter 1 of the Annex to the International Convention on Maritime Search and Rescue 1979, shall be applicable.

ALERTING

ARTICLE 4

In the case of a rescue co-ordination centre (RCC) of any Party requesting assistance in conducting SAR, the RCC which receives such a request shall immediately acknowledge and respond to the request within its best capabilities.

CO-ORDINATION AND CO-OPERATION

ARTICLE 5

Search and Rescue Regions (SRRs) shall be established by bilateral and/or multilateral agreements between Parties. The Parties will inform each other about the conclusion of such agreements. Until SRRs are established Parties shall carry out SAR services through co-ordination and co-operation either jointly or according to the principle of early arrival on scene where SAR activity will take place. The implementation of a SAR operation by a Party in a given area shall not give that Party any rights or privileges in relation to that area in the future.

Parties shall ensure the closest practicable co-ordination between maritime and aeronautical SAR services so as to provide for the most effective and efficient SAR services in and over the SRRs to be established in accordance with Paragraph 1 of this article.

ADMISSION

ARTICLE 6

Unless otherwise agreed between the Parties concerned, a Party should authorize, subject to applicable national laws, rules and regulations, immediate entry into or over its territorial sea or territory of rescue units of other Parties solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties. In such case, SAR operations shall, as far as practicable, be co-ordinated by the appropriate RCC of the Party which has authorized entry, or such other authority as has been designated by that Party.

A rescue unit of a Party, having received permission for access into or over its territorial sea or territory of another Party must observe the directions of the SAR service of that Party and promptly establish communications with this service.

EXCHANGE OF INFORMATION

ARTICLE 7

Parties shall exchange information on the location of SAR units and equipment, performance characteristics and availability and may also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

EXERCISES

ARTICLE 8

Parties shall jointly decide to arrange a maritime SAR exercise or exercises based on simulated incidents so as to train their SAR organizations in working together and with the participation of aeronautical SAR organizations if deemed necessary.

MEETING OF REPRESENTATIVES

ARTICLE 9

Representatives of the competent authorities of the Parties shall meet as necessary and at least once a year to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

LANGUAGE

ARTICLE 10

During joint SAR operations, exercises and meetings, the language used shall be English.

FINANCIAL PROVISION

ARTICLE 11

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

SIGNATURE

ARTICLE 12

This Agreement is open for signature of the Black Sea Coastal States.

ENTRY INTO FORCE

ARTICLE 13

This Agreement shall enter into force thirty days after the receipt by the Depository of the sixth notification that the Parties have accomplished their national procedures necessary for the entry into force.

VALIDITY

ARTICLE 14

This Agreement shall remain valid for an indefinite period of time unless denounced by one of the Parties.

AMENDMENT

ARTICLE 15

Amendment proposals to this Agreement shall be submitted by any Party hereto in the written form to the Depository of the Agreement. The Depository shall circulate this proposal to all Parties.

If within three months after the proposal is circulated none of the Parties have notified the Depository in the written form that the amendment proposal is unacceptable for them the amendment is considered adopted. In case of disagreement with the proposal circulated, the Parties should inform the Depository whether they are in favour of convening a Conference of the Parties to discuss the amendment proposal in question. The Depository shall then promptly convene a Conference of the Parties if a two-thirds majority of the Parties have agreed to do so. The Conference of the Parties shall adopt any amendment brought to its consideration by consensus. The amendment shall enter into force in accordance with the procedure set up in Article 13 of this Agreement.

DENUNCIATION

ARTICLE 16

This Agreement may be denounced by any Party by written notification to the Depository. Unless a later period is specified in this denunciation notification, the Agreement shall remain in force at least for a one year period of time after the notification has been received by the Depository.

Before the denunciation becomes valid, the Depository shall convene a Conference of the Parties to decide upon any future course of action to be pursued.

STATUS OF THE ANNEXES

ARTICLE 17

The Annexes to this Agreement shall constitute an integral part of the Agreement and a reference to this Agreement constitutes at the same time a reference to its Annexes.

DEPOSITORY

ARTICLE 18

The Depository of this Agreement shall be the Government of

Done at on the of of the year 199_, in a single original in the English language.

The Depository shall provide the Parties and the Secretary-General of the IMO with certified copies of this Agreement.

ANNEX 1

MARITIME ADMINISTRATIVE AUTHORITIES OF EACH PARTY

The Republic of Bulgaria	:	Ministry of Transport
Georgia	:	Georgian Maritime Administration
Romania	:	Ministry of Transport
The Russian Federation	:	The Maritime Administration of the Ministry of Transport of the Russian Federation
The Republic of Turkey	:	Prime Ministry, Undersecretariat for Maritime Affairs
Ukraine	:	Ministry of Transport

Resolution No. 2

**ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION
OF SEARCH AND RESCUE (SAR) SERVICES
AND CO-OPERATION BETWEEN STATES**

The 1997 Valencia Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979 which provides that Parties shall coordinate their search and rescue organizations and should, whenever necessary, coordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for the entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue coordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and coordination of search and rescue services and cooperation between States,

1. URGES coastal States in the Mediterranean and Black Seas regions:
 - (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations in the two regions; and
 - (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States of the Organization and Parties to the 1979 SAR Convention;
2. INVITES the attention of those States considering establishing such agreements or arrangements to the format of the example agreement set out in the Annex to the present resolution.

ANNEX TO RESOLUTION 2

EXAMPLE OF AN
AGREEMENT ON CO-OPERATION REGARDING MARITIME SEARCH
AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES

Note: Due to different circumstances among States, this example agreement may be varied to meet specific situations.

1 Application

This Agreement applies to the co-operation between Maritime Administration "A" and Maritime Administration "B" in respect of maritime search and rescue services within the sea area

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Requests for the assistance or participation of the search and rescue organization of the other Party shall be made by Party "A" through Rescue Co-ordination Centre "X" (RCC "X") to Rescue Co-ordination Centre "Y" (RCC "Y") and by Party "B" through Rescue Co-ordination Centre "Y" (RCC "Y") to Rescue Co-ordination Centre "X" (RCC "X").

4 Co-ordination

Search and rescue operations within the rescue area of Maritime Administration "A" shall be co-ordinated by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "A" and search and rescue operations within the rescue area of Maritime Administration "B" by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "B", if not otherwise agreed at the time of the distress incident.

Should the situation so require, the rescue co-ordination centres may agree on other forms of co-operation or distribution of the responsibility and work. The borderline between the rescue areas of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

Whenever an RCC receives a distress alert from a position outside its own SRR, the RCC shall be responsible for co-ordinating the search and rescue response until another RCC in a better position to respond assumes co-ordination responsibility.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. A request for admission under the provisions of this Agreement shall be made to the Rescue Co-ordination Centre (RCC) of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall alternately arrange a maritime search and rescue exercise [each year] based on simulated incidents so as to train the search and rescue organizations of the Parties in working together and with the aeronautical rescue organizations if separate.

8 Meetings of representatives

Representatives of the authorities responsible for the maritime search and rescue organizations of the Parties shall meet as necessary and at least [once a year] to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language primarily used shall be

10 Operating costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendment

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This Agreement is established in a single copy in the and languages, both texts being equally authoritative.

Resolution No. 3**GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

The 1997 Valencia Conference on Maritime Search and Rescue and the GMDSS,

RECALLING Resolution 6 of the International Conference on Maritime Search and Rescue, 1979 which invited the International Maritime Organization (IMO) to develop a global maritime distress and safety system that would include telecommunication provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that IMO has developed a global maritime distress and safety system, by means of amendments to the International Convention for the Safety of Life at Sea, 1974, which entered into force on 1 February 1992 and uses Inmarsat and COSPAS-SARSAT satellite systems as well as digital selective calling, direct-printing and radiotelephone on terrestrial MF and HF frequencies for distress and safety purposes including those for search and rescue,

NOTING FURTHER that the World Administrative Radio Conference for Mobile Telecommunications, 1987 adopted amendments to the Radio Regulations and that the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 in 1988 adopted amendments to the International Convention for the Safety of Life at Sea, 1974 to introduce the global maritime distress and safety systems,

BEING CONCERNED over the high number of false distress alert incidents which undermine the credibility of the GMDSS and unnecessarily overstress the SAR organizations,

CONSIDERING the need for shore-based facilities to introduce the system in the Mediterranean and Black Seas regions,

CONSIDERING ALSO IMO Assembly resolution A.814(19) - Guidelines for the avoidance of false alerts,

1. URGES all coastal States in the Mediterranean and Black Seas regions to take account of the GMDSS in any national plans to improve maritime radiocommunications or their SAR organization and to communicate details of such plans to IMO;
2. INVITES the Maritime Safety Committee of IMO to:
 - (a) consider how to develop a single registration database for GMDSS equipment users which rescue co-ordination centres may readily access to support search and rescue operations;
 - (b) consider further appropriate measures to eliminate false distress alerts;
 - (c) encourage States operating MRCCs associated with Inmarsat coast earth stations to ensure that suitable arrangements are in place to relay Inmarsat distress alerts to all responsible MRCCs within the service area of the respective coast earth stations;
 - (d) encourage States operating MRCCs to establish means of direct communication between all MRCCs in the region/area;

- (e) invite Inmarsat to help to ensure that all responsible MRCCs with associated search and rescue regions have the specific information they may need to contact ships and other craft via Inmarsat;
- (f) recommend that providers of GMDSS services develop the capacity to distribute alert data as directly as practicable to responsible RCCs and to decode alert messages prior to delivery to the search and rescue system when this can be done without introducing delays in delivery of the alert; and
- (g) urge all users to ensure that their GMDSS equipment is at all times correctly coded and its identities are properly registered in a recognized national or international SAR database.

3 ALSO INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the Mediterranean and Black seas region.

Resolution No. 4**TECHNICAL CO-OPERATION IN MARITIME SEARCH AND RESCUE (SAR)
AND THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

The 1997 Valencia Conference on Maritime SAR and the GMDSS,

HAVING ADOPTED Provisional Maritime Search and Rescue Plans for the Mediterranean and Black Seas regions set out in Annexes 1 and 2 to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime SAR and GMDSS services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING Resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the Mediterranean and Black Seas regions do not yet possess all necessary search and rescue and GMDSS facilities and are in urgent need of appropriate training for their search and rescue personnel,

NOTING the need for RCC personnel to be able to communicate in the English language,

CONVINCED that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and Rescue Plans in the Mediterranean and Black Seas regions,

1. INVITES Member Governments of IMO to make available their national maritime SAR training facilities for the training of search and rescue and GMDSS personnel of States in the two regions and to sponsor fellowships for such training in consultation with the Organization;
2. INVITES the Secretary-General of IMO:
 - (a) to seek ways and means to secure funds to assist States which request technical assistance for the provision of maritime SAR and GMDSS equipment, facilities and/or training; and
 - (b) to bring this resolution to the attention of all IMO Member Governments.
3. INVITES the Maritime Safety Committee of IMO to consider developing a model training course SAR English.

Resolution No. 5

EXPRESSIONS OF APPRECIATION

The 1997 Valencia Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

- NOTING:**
- the generous provision of financial support by the Governments of Canada, France, Greece, the Netherlands, Norway, Spain, the United Kingdom, the European Community, the International Mobile Satellite Organization and the International Transport Workers' Federation,
 - the excellent organizational arrangements for the Conference made by the host State and the International Maritime Organization; and
 - the high quality of the lectures delivered during the Conference and the invaluable contribution to its success made by the officers elected to serve the Conference,

1 **EXPRESSES** deep appreciation to the Government and people of Spain for the welcome extended and kindness shown to all participants and for their generous hospitality and overall contribution to the success of the Conference;

2 **EXPRESSES ALSO** deep appreciation to the Governments of Canada, France, Greece, the Netherlands, Norway, Spain, the United Kingdom, the European Community, the International Mobile Satellite Organization and the International Transport Workers' Federation, for financially supporting the Conference;

3 **CONVEYS** its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly successful Conference;

4 **EXTENDS** its sincere thanks to:

- the President, Vice Presidents and other officials of the Conference for their leadership and general support,
- the lecturers and Chairmen of the various sessions of the Conference for preparing and delivering excellent and very instructive lectures on their topics; and to their Governments and international organizations for making them available, and
- the rapporteurs and co-ordinators for their contribution to the success of the Conference;

5 **EXTENDS ALSO** its sincere thanks to the UNDP Resident Representatives in the Mediterranean and Black seas regions for the assistance extended to participants;

6 **REQUESTS** the IMO Secretariat to convey these expressions of appreciation to all appropriate authorities and inform IMO's Maritime Safety Committee, ICAO, ITU, WMO, IHO, Inmarsat, COSPAS-SARSAT and other international organizations of the outcome of the Conference.

VIII. PACIFIC OCEAN

REPORT ON THE PACIFIC OCEAN CONFERENCE ON MARITIME SEARCH AND RESCUE AND THE GMDSS

Seoul, Republic of Korea, 7 to 11 April 1997

GENERAL

Introduction

1 In pursuance of its responsibility as the depositary of the International Convention on Maritime Search and Rescue, 1979, the International Maritime Organization (IMO) convened a Pacific Ocean Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) in Seoul, Republic of Korea, from 7 to 11 April 1997.

2 The Conference was organized in co-operation with the Government of the Republic of Korea and with financial support provided by the Governments of Australia, Canada, Japan, the Netherlands, New Zealand, Norway, the Republic of Korea, the United Kingdom, the United States and Hong Kong, the Commission of the European Communities and the International Confederation of Free Trade Unions.

3 Forty-two countries and two Associate Members of IMO bordering the Pacific Ocean were invited and 33 countries and two Associate Members participated. The list of participants, lecturers and observers is contained in annex 1.

Opening Ceremony

4 The Conference was opened by His Excellency Mr. Sang Woo Shin, Minister for Maritime Affairs and Fisheries of the Republic of Korea and the Secretary-General of the International Maritime Organization, Mr. William A. O'Neil.

The Minister in welcoming the delegates expressed appreciation to the Secretary-General of IMO for organizing the Conference in Seoul and to all the donor countries for providing the funds that made it possible. He hoped that the Conference would provide an opportunity for the countries bordering the Pacific Ocean to further improve their search and rescue services and establish or consolidate existing co-operation arrangements between the countries in maritime search and rescue. As a country with a large fleet of merchant ships and fishing vessels operating world-wide, the Minister said that Korean seafarers have received assistance from the search and rescue services of other countries in the region and so it is determined to maintain an efficient service in Korea's areas of responsibility for the benefit of ships of all countries. He informed the Conference of the establishment in August 1996 of his present ministry of Maritime Affairs and Fisheries for the better supervision of shipping, ports, fisheries, maritime safety, the marine environment and ocean research matters.

In his reply, the Secretary-General of IMO expressed, on behalf of IMO Member Governments and the participants, appreciation to the Government of the Republic of Korea for hosting and providing excellent facilities for the Conference and to the Governments and international organizations who financed it. He gave a brief account of IMO's activities to enhance safety at sea and protect the marine environment from pollution by ships and stressed that the adoption by IMO of the 1979 SAR Convention and the 1988 Amendments to the SOLAS Convention to introduce the GMDSS, both of which aim at further improving the search and rescue of persons in

distress at sea, represented an important step in IMO's work in the area of safety at sea. He referred to the aims of the Conference, in particular the need to integrate into one, the provisional SAR plans already prepared for maritime SAR services and by so doing improving the response and assistance given to ships in distress in the Pacific Ocean which is the biggest sea area in the world. The Conference would also provide an opportunity for countries in the region to co-ordinate the provision of GMDSS shore-based facilities upon which modern search and rescue depends.

Mr. O'Neil observed that IMO had over the years conducted a number of sub-regional conferences, seminars and workshops on maritime search and rescue in its efforts to expedite completion of the global SAR plan and expressed the hope that the lectures and workshop sessions envisaged to take place during the Conference would assist the participants in taking measures to enhance the maritime search and rescue capabilities of their countries.

CONFERENCE OBJECTIVES

5 The Conference aimed at enabling representatives from countries bordering the Pacific Ocean to consider:

- developing one provisional integrated SAR plan for the entire Pacific Ocean, thus maximizing co-ordination and cost efficiency for SAR operations;
- providing coverage for areas in the Pacific Ocean identified as lacking the necessary arrangements for SAR purposes;
- the adequacy of GMDSS shore-based facilities on both sides of the Pacific Ocean and on its island States; and
- training needs for SAR and the GMDSS and any other relevant issues.

ADMINISTRATION OF THE CONFERENCE

6 With funds provided by the Governments and international organizations referred to in paragraph 2 above, the Conference budget covered:

- .1 economy class return air fares and hotel accommodation for one Government nominated participant from each developing country invited; and
- .2 expenditures on lecture papers, IMO conventions, manuals and other publications and necessary materials relevant to the theme of the Conference supplied to the participants.

7 The Governments of France, Greece, Norway, Sweden, and the United States as well as Inmarsat, the International Lifeboat Federation/Royal National Lifeboat Institution (ILF/RNLI) and COSPAS-SARSAT covered all costs connected with the participation of their lecturers.

8 IMO planned and co-ordinated the Conference and arranged for the services of eight lecturers from five IMO Member Governments and three international organizations.

9 The Government of the Republic of Korea, in addition to contributing financially to the budget of the Conference, provided host country facilities, including conference facilities, office equipment and secretarial staff as well as local transportation.

ELECTION OF PRESIDENT AND VICE-PRESIDENTS

10 The Conference unanimously elected Mr. Park, Kyu-Seok, Deputy Minister, Ministry of Maritime Affairs and Fisheries, Republic of Korea, as President and Mr.G.B. Sidock (Canada), Mr. Lu Wang (China), Capt. C. Rodriguez (Chile) and Admiral H. Harinto (Indonesia) as Vice-Presidents.

ADOPTION OF THE AGENDA

11 The agenda adopted and a list of documents considered by the Conference are given in annex 2.

THE SEMINAR

12 The first part of the Conference consisted of a seminar whose programme (annex 2) consisted of eleven lectures addressing the following subjects:

Presentation No.1

Development of the global SAR plan

13 In this introductory lecture, Mr. E.E. Mitropoulos (IMO) gave the history of the development of the SAR Convention and the work done by IMO since the adoption of the Convention to assist countries to ratify and effectively implement its provisions. He spoke of IMO's programme of seminars, workshops and conferences, which have been conducted in many parts of the world and had led to the adoption of provisional maritime SAR plans in various regions. He informed the Conference that two more Conferences were planned to complete the global SAR plan and concluded by expressing the hope that the events following the present Conference would culminate in the adoption of a provisional SAR plan for the entire Pacific Ocean region, ratification of the SAR Convention by all the countries in the region and the establishment of an adequate framework of GMDSS shore-based facilities to cover the radiocommunication needs of the whole area.

Presentation No. 2

The International Convention on Maritime Search and Rescue, 1979 - Present Status and requirements

14 Mr. E.O. Agbakoba (IMO) gave a brief background and the purpose of the 1979 SAR Convention, which is to assist Parties to discharge their obligations, mainly under the SOLAS and UNCLOS Conventions, to provide adequate and efficient SAR services and to organize these services so as to be integrated into a global SAR Plan. He spoke of the experience gained in implementing the Convention since it entered into force in 1985 and the amendments to the Convention which are soon to be adopted in order to remove the ambiguities encountered by the present wording. He concluded with IMO's technical assistance programme for maritime search and rescue.

Presentation No. 3

Rescue Co-ordination Centres (RCCs) - Distress alert routeing, identification of ships, 24-hour availability of RCCs

15 Mr. U. Hallberg (Sweden) described the functions of a Rescue Co-ordination Centre (RCC) and the important elements required for its efficient operation. He discussed the crucial elements in the routeing of distress communications, which are the provision of adequate facilities at RCCs and

the provision of a world-wide communication network. He referred to how interconnection between RCCs can be provided by dedicated landlines, the public switched telephone and telex networks, radio links including the use of the INMARSAT system and the Aeronautical Fixed Telecommunication Network (AFTN). He also described the short and medium range elements of the radio network comprising of VHF and MF coast radio stations, long range elements made up of HF coast radio stations, INMARSAT Coast Earth Stations and COSPAS-SARSAT Local User Terminals (LUTs). He spoke of the need for RCCs to maintain a 24-hour availability and the importance of RCCs establishing the identity of ships in distress with minimum delay.

Presentation No. 4

SAR personnel training

16 Mr. M. Woodroffe (ILF) gave a broad overview of the training that is given to the volunteer SAR personnel of the Royal National Lifeboat Institution (RNLI) of the United Kingdom. He then spoke of the training facilities available in the RNLI and how the States within the region could benefit from the experience that exists within the International Lifeboat Federation and IMO.

Presentation No. 5

Master Plan of GMDSS shore-based facilities - Present status and requirements

17 Mr. Dan Lemon (United States) introduced the GMDSS Master Plan of shore-based facilities. A summary of the communication systems addressed by the Plan was provided, and then the organization and contents of the Plan were discussed. The importance of the Plan to mariners, search and rescue authorities, and providers of communication services within each ocean region of the world was emphasized. Finally, the Conference was reminded of the requirement of the SOLAS Convention (chapter IV, regulation 5) that the information used for completion of the Plan should be provided to the IMO by SOLAS Contracting Governments.

Presentation No. 6

GMDSS matters: Need for sea area A3 facilities and Local User Terminals (LUTs) in the region, false distress alerts, training, etc.

18 Mr. J.-C. Leclair (France) explained the difference between the traditional distress system, which was based on ship-to-ship alerting, and the GMDSS, which is based on ship-shore-ship distress alerting. He discussed the different GMDSS sea areas and the corresponding carriage requirements for ships operating in them and the need for additional local user terminals (LUT) and Coast Earth Stations in the Southern part of the Pacific Ocean region before 1 February 1999, when the GMDSS will be fully implemented. He spoke of the problem of false distress alerts in the GMDSS which is imposing a great burden on MRCC personnel and facilities and the need to rectify the situation through the training of ships' personnel in the use of GMDSS equipment.

Presentation No. 7

Inmarsat: Status of satellite services, MSI registration, methods of seeking and arranging association with CES, cost system status, need for LUT coverage, etc.

19 Mr. A. Fuller (Inmarsat), giving a background to his Organization, explained Inmarsat's inter-governmental character and that it provides the "space segment" (satellites) for world-wide mobile communications services. Originally conceived to provide a global, internationally-governed maritime communications facility, Inmarsat now offers services to land-mobile and aeronautical

customers as well. He explained that, although Inmarsat only provides the satellites, the Inmarsat network includes a number of other elements such as:

- .1 Coast (Land) Earth Stations (CES) operated by some signatories, which act as a gateway between the satellites and the terrestrial network;
- .2 Mobile Earth Stations (Ship Earth Stations) through which mobile users obtain access to the system; and
- .3 International SafetyNET service, which is part of the Enhanced Group Call (EGC) providing automated reception of the Maritime Safety Information (MSI).

Presentation No. 8

Promulgation of Maritime Safety Information (MSI) registration, methods of seeking and arranging association with CESS, cost system status, etc.

20 Mr. A. Fuller (Inmarsat) making this presentation on behalf of the IHO described how the concept of Maritime Safety Information (MSI) has been developed to bring together various sources of vital safety information into a combined news broadcast suitable for all ships in all principal waters of the world. IMO in close co-operation with IHO and WMO, co-ordinates the information services necessary for such broadcast. In the GMDSS, MSI broadcasts are made through the NAVTEX, HF and INMARSAT SafetyNET systems and provide near continuous automated reception. He also explained the division of the oceans into NAV/MET areas with a co-ordinator in each area and how to arrange association with a Coast Earth Station for MSI broadcasts.

Presentation No. 9

COSPAS-SARSAT

21 The representative of COSPAS-SARSAT, Mr. D. Levesque, briefly introduced the COSPAS-SARSAT satellite system and its current status, noting that 29 countries and organizations were associated with the programme and contribute to its management and operation.

He explained that the system was established in July 1988 and that in 1996 there were over 550,000 beacons operating at 121.5 MHz (mostly air craft ELTs) and about 125,000 beacons operating at 406 MHz (mostly EPIRBs) which contributed in the saving of over 5,000 lives. He explained that:

- the satellite system involved a minimum of four polar orbiting satellites in low altitude polar orbit;
- currently, there were 33 LUTs and 19 MCCs which ensure processing of distress alerts from 406 MHz beacons anywhere in the world;
- MCCs performed a vital task in distributing Cospas-Sarsat alerts to RCCs in all countries free of charge;
- 406 MHz beacons are required to be manufactured to precise standards to conform with the satellites, and must be type approved;
- administrations requiring the carriage of 406 MHz EPIRBs must ensure that all 406 MHz EPIRBs are registered in a database to which SAR authorities could address queries at any time.

Presentation No.10

GMDSS and maritime radio facilities in the North Western and North Eastern Pacific region

22 Reviewing the state of GMDSS radio facilities in the North Eastern and North Western Pacific region, Mr. E. Bliksrud (Norway) said that while some countries had adequate shore-based facilities, there were areas in the region where such facilities were yet to be established. Furthermore, he said that some of the facilities listed in ITU's list of Coast Stations were not able to offer the services indicated because they were out of service for most of the time. As a way out, he suggested a regional approach to the provision of shore-based GMDSS facilities rather than each country working independently to provide a national system which could duplicate services existing in neighbouring countries.

He observed that a number of Administrations in the region had prepared master plans for national maritime radiocommunications facilities. The plans included the establishment of A1 and A2 sea areas where the density of traffic and safety needs so dictated, and the installation of HF DSC and NAVTEX stations. He was of the opinion that the completion of the plans would greatly enhance the implementation of the GMDSS in the region.

Presentation No.11

GMDSS facilities in the South Western and South Eastern Pacific region

23 Captain J. Panopoulos (Greece) reviewing the state of radio facilities in the South Eastern and South Western Pacific region noted that the region was adequately covered as an A3 sea area. He spoke of the problem of providing only for A3 operation which included higher cost of equipment, insufficient room in small ships to install the equipment, higher communication cost possibly resulting in small fishing vessels below 45 metres in length operating without any communication facilities. He then went on to review on a country by country basis, existing and planned GMDSS facilities

Review of progress made towards ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979

24 The Conference reviewed the status of the 1979 SAR Convention and noted with apparent concern that, 18 years after its adoption and 12 years after its entry into force, only 17 out of the 43 countries in the region, had ratified the Convention. There was general agreement that radiocommunication and search and rescue services were well developed in some countries in the region while such facilities and services were lacking in others.

25 The Conference noted information provided by the IMO Secretariat concerning SAR.2/Circular on Provisional SAR plans and SAR.3/Circular containing information on national SAR facilities and the need for early submission of the information required by MSC/Circ.308 (SAR Questionnaire), MSC/Circ.327 (on the development of a global SAR plan) and MSC/Circ.684 (on the development of a Master Plan of shore-based facilities for the GMDSS).

26 The Conference also noted information provided by the IMO Secretariat concerning the status of the global SAR plan and welcomed the opportunity provided by the meeting for the integration into one of the provisional SAR plans in the Pacific Ocean, amended as appropriate. The Conference, recognizing the importance of the GMDSS in SAR operations, endorsed the need for the provision of adequate GMDSS shore-based facilities in the region as a whole.

27 The following were stressed during the seminar sessions:

- the importance of good co-ordination and access to adequate communication facilities rather than expensive investment in dedicated SAR equipment;
- the possibility of providing effective and efficient SAR services in the region by pooling available resources in neighbouring countries through bilateral and multilateral co-operation, thus minimizing cost; and
- the desirability of harmonized maritime and aeronautical SAR services.

28 Following an exchange of views and after participants had provided information (see annexes 3 and 4) on their national SAR/GMDSS facilities and SAR training needs, the Conference urged participants from countries which had not yet ratified the SAR Convention, on their return home, to encourage the appropriate government authorities to consider acceding to the Convention as early as possible.

29 The Conference noted with appreciation the close co-operation established between ICAO and IMO with regard to SAR matters and urged both Organizations to continue the work of harmonizing, as far as practicable, their SAR plans and procedures.

Global Maritime Distress and Safety System (GMDSS)

30 During the seminar sessions, the provisions of the 1988 amendments to the 1974 SOLAS Convention to introduce the GMDSS were explained and the different GMDSS sea areas and their essential supporting shore-based facilities were discussed. Other lectures covered ships' carriage requirements for different sea areas, the contents and use of the GMDSS Master Plan of shore-based facilities as well as the proposed amendments to the 1979 SAR Convention, IMOSAR and MERSAR Manuals.

31 The Conference acknowledged the need for littoral States in the region to provide shore-based facilities for the smooth operation of the GMDSS and the need for countries to take account of the system in planning improvements in their maritime radiocommunication facilities or SAR organizations and adopted resolution 4 on the Global Maritime Distress and Safety System (GMDSS).

32 The participants were urged to provide, as soon as possible, information, based on the format in MSC/Circ.684, on available GMDSS shore-based facilities in their countries, for inclusion in the GMDSS Master Plan.

33 The Conference noted that Contracting Governments to the SOLAS Convention have to make a choice about the type of communication services they wish to provide for GMDSS ships. In almost every case, the littoral seas will be within Areas A3 until the coastal State concerned decides to establish Areas A1 (VHF with DSC facilities) or Areas A2 (MF with DSC facilities).

34 The Conference further noted that ships operating in GMDSS sea Areas A3 may choose whether to fit HF DSC equipment or satellite communication (Inmarsat) equipment. As a result, countries wishing to provide search and rescue co-ordination facilities under the terms of the International Convention on Maritime Search and Rescue, 1979, should make arrangements to allow their RCC(s) to communicate with ships via HF DSC and Inmarsat, as appropriate.

35 In this regard, the Conference considered that it is essential that countries understand that they do not need to individually establish domestic coast stations or Coast Earth Stations to meet the above obligation. In all cases, it would be sufficient to conclude an agreement with a

telecommunications entity in a neighbouring country having the necessary facilities to communicate with the sea area in question.

36 In addition, the Conference emphasized that coastal States also have a clear responsibility to make arrangements for the promulgation of maritime safety information (SOLAS chapter V, regulation 2). In the same way, this responsibility can be discharged through co-operative agreement(s) with other States and the appropriate NAVAREA Co-ordinator(s).

37 The Conference also noted that a large number of Pacific Ocean RCCs were not registered as Information Providers, as required by annex 9 to the International SafetyNET Manual (IMO Publication 908) and recalled that any RCC, which has not registered, will have no means of alerting GMDSS vessels in ocean areas unless through co-operation agreements as outlined in paragraph 35.

NAVTEX stations in NAVAREA XI

38 In parallel with the Conference and at the request of IMO's Sub-Committee on Radiocommunications and Search and Rescue, a meeting was organized of representatives of countries within NAVAREA XI to discuss the unnecessary, and to a great extent undesirable, proliferation of NAVTEX stations in the area.

39 The meeting was attended by representatives of China, Japan, Viet Nam and Hong Kong and an observer from Inmarsat.

40 The meeting considered and updated the list of operational and planned NAVTEX stations in NAVAREA XI provided by Japan and discussed in detail those areas where coverage is provided, or is expected to be provided, by more than one station. Although the meeting was unable to resolve specific issues, its Chairman developed a set of recommendations (shown in annex 5) for transmission by the Secretariat to the Governments concerned for consideration and action as appropriate.

THE WORKSHOP

Delimitation of maritime search and rescue regions

41 The Conference noted that the sole purpose of the delimitation of search and rescue regions undertaken by the Conference was for ensuring and, where necessary, improving the provision of SAR services in the Pacific Ocean and that such delimitation was in the context of paragraph 2.1.7 of the Annex to the 1979 SAR Convention;^{*} was subject to alterations as may be deemed necessary following bilateral agreements between neighbouring States; and did not prevent any delegation from registering reservations on specific parts thereof. Alterations referred to above should, in due course, be notified to the Secretary-General of IMO for inclusion in the regional SAR plan. However, the participants acknowledged the need, for SAR and GMDSS purposes only, of a co-ordinated and well-defined SAR/GMDSS system, organization and infrastructure to cover the entire Pacific Ocean.

42 The Conference also noted that any SAR plan expected to emerge from the Conference would continue to be considered as "provisional" until relevant agreements have been established by Parties to the 1979 SAR Convention and the Secretary-General of IMO has been notified accordingly by the Governments concerned in accordance with paragraph 2.1.4 of the 1979 SAR Convention.

^{*} Paragraph 2.1.7 of the Annex to the 1979 SAR Convention provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States.

43 In undertaking the delimitation of national search and rescue regions (SRRs), the Conference agreed to consider applying one of the following principles or a combination of same:

- .1 harmonization, to the extent possible, of maritime search and rescue regions with those established for aeronautical purposes;
- .2 application, in the case of States with opposite or adjacent coasts, of the median line of equidistance from the nearest points of their coastlines; and
- .3 the application of relevant provisions of individual agreements between Governments concerned.

44 The Conference instructed the IMO Secretariat to bring the outcome of the above deliberations to the attention of those countries not present at the Conference for information and action as necessary, recommending them to seek bilateral agreements with their neighbouring States and to notify the Secretary-General of IMO accordingly.

Progress reports on national development of SAR organizations - GMDSS arrangements and facilities - Problems and needs

45 To progress consideration of the provisional Pacific Ocean SAR plan, the Conference established four Panels and appointed the following rapporteurs to co-ordinate work on specific items, as identified in paragraph 47, for the following regional areas:

Mr. U. Hallberg	(North Western Panel)
Mr. E.O. Agbakoba	(North Eastern Panel)
Mr. D. Lemon	(South Eastern Panel)
Mr. J. Panopoulos	(South Western Panel)

46 Mr. J.-Ch. Leclair (France, Chairman of the IMO Sub-Committee on Safety of Navigation) was appointed co-ordinator of the work of the four Panels.

47 The rapporteurs were tasked with the co-ordination of work on the following items agreed by the Conference:

- integration of the various national SAR plans into a single sub-regional plan
- compatibility with aeronautical SAR plans
- bilateral agreements on limits of SAR regions and development of an integrated provisional maritime SAR plan for the sub-regions
- co-operation between RCCs in:
 - SAR operations and combined training exercises
 - intercommunications
 - manning of RCCs, etc.
- regional requirements for HF DSC communications
- LUT coverage
- routing of distress alerts
- registration of RCCs for the provision of MSI
- availability of ship identities
- reducing false alerts
- other matters related to the Pacific Ocean provisional SAR plan

48 Having received the reports of the rapporteurs and the Co-ordinator, the Conference endorsed the outcome of the consideration of the matters specified in paragraph 47, as contained in annexes 6, 7, 8, 9 and 10 and expressed appreciation for the excellent work done by the rapporteurs and the Co-ordinator.

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

49 The Conference reviewed the model agreement prepared by the Secretariat on arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States and adopted resolution 2 on Arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States.

TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION AND 1988 SOLAS AMENDMENTS

50 The Conference took note of the information provided by the IMO Secretariat on the Technical Co-operation Programme of IMO and adopted resolution 3 on Technical Assistance in Maritime Search and Rescue and Radiocommunications.

OTHER IMO SAR/GMDSS ACTIVITIES

51 The Conference noted with appreciation that IMO was organizing a regional Conference to take place in Valencia, Spain, for all countries bordering the Mediterranean and Black Seas with the aim of developing a provisional SAR plan for the two regions; and expressed appreciation to the Government of Spain for offering to host it and to various Governmental and international organizations for supporting it financially.

52 The Conference also noted that, subject to the availability of funds, a Conference similar to the present one was planned to take place in Australia in 1998; and expressed appreciation to the Government of Australia for offering to host it.

ADOPTION OF RESOLUTIONS

53 The Conference considered resolutions given in annex 11 on:

- * Adoption of the provisional maritime search and rescue (SAR) plan for the Pacific Ocean and acceptance and implementation of the International Convention on Maritime SAR, 1979 (Resolution 1);
- * Arrangements for the provision and co-ordination of maritime search and rescue (SAR) services and co-operation between States (Resolution 2);
- * Technical co-operation for maritime search and rescue and radiocommunication facilities (Resolution 3);
- * Global Maritime Distress and Safety System (GMDSS) (Resolution 4); and
- * Expressions of appreciation (Resolution 5),

and adopted them unanimously.

REPORT OF THE CONFERENCE

54 The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring Governments bordering the Pacific Ocean and the Maritime Safety Committee of IMO and its subsidiary bodies concerned.

CLOSING CEREMONY

55 Following the presentation of certificates of attendance to participants, observers and lecturers, Mr. E.E. Mitropoulos, Director, Maritime Safety Division, IMO, speaking on behalf of the Secretary-General, expressed appreciation to:

- the Government of the Republic of Korea for hosting and financially supporting the Conference;
- the other Governments and international organizations who had contributed generously to the budget of the Conference;
- the UNDP Resident Representatives in the participants' countries for facilitating their coming to Seoul; and
- the elected officers, lecturers and IMO staff for their invaluable contribution to the success of the Conference.

56 The Conference was closed, on behalf of the Government of the Republic of Korea, by Mr. Park Kyu-Seok, President of the Conference, who reiterated the firm support of the Government of the Republic of Korea for IMO's programmes. He noted with satisfaction that the Conference, which was the biggest event to be staged by IMO in the Republic of Korea, had been completed successfully. He expressed his appreciation to the lecturers for their contribution to the success of the Conference and hoped that the meeting had laid the foundation for the completion and adoption of a global SAR plan and that the exchange of views during the week would lead to mutual understanding and closer co-operation among the countries in the Pacific Ocean region.

ANNEX 1

**IMO Conference on Maritime Search and Rescue (SAR) and
the Global Maritime Distress and Safety System (GMDSS)
Seoul, Republic of Korea, 7 to 11 April 1997**

LIST OF PARTICIPANTS

President: Mr. Park Kyu-Seok (Deputy Minister, Ministry of Maritime
Affairs and Fisheries, Republic of Korea)

Vice Presidents: Mr. G.B. Sidock (Canada)
Mr. Lu Wang (China)
Capt. C. Rodriguez (Chile)
Admiral H. Horinto (Indonesia)

AUSTRALIA

Mr. R.M. Burleigh
Manager
Maritime Rescue Co-ordination Centre
Australian Maritime Safety Authority
P.O. Box 1108
Belconnen ACT 2616
Australia

Tel: +61 6 279 5911
Fax: +61 6 257 2036

BRUNEI DARUSSALAM

Ampuan Haji Hamdzah bin Ampuan Haji Damit
Air Traffic Control Officer
Department of Civil Aviation
Ministry of Communications
Brunei Darussalam

Tel: 673-2-330454
Fax: 673-2-331076

Bakar Haji Ibrahim
Marine Engineer Officer
Marine Department
Serasa Muara 4053
Brunei Darussalam

Tel: 673-2-771347
Fax: 673-2-771357

Mr. Ang Kian Guan
Special Duties Officer
Ministry of Communications
Brunei Darussalam

Tel: 673-2-383838
Fax: 673-2-380127

CAMBODIA

H.E. Mr. Measketh Caimirane
Under Secretary of State
Ministry of Public Works and Transport
Preah Norodom Boulevard
Phnom Penh
Cambodia

CANADA

Mr. G.B. Sidock
Director, Search and Rescue
Canadian Coast Guard
344 Slater St., 9th Floor
Ottawa, Ontario
Canada K1A 0N7

Tel: +(613) 990.3119
Fax: +(613) 996.8902

Mr. R.W. Miller
Superintendent, SAR Technologies
and Space Systems
Canadian Coast Guard
344 Slater St., 9th Floor
Ottawa, Ontario
Canada K1A 0N7

Tel: +(613) 990.3121
Fax: +(613) 996.8902

CHILE

Capt. Carlos Rodriguez
Errazuriz No.537
Valparaiso
Chile

Tel: (56) (32) 208161
Fax: (56) (32) 208164

CHINA

Mr. Lu Wang
SAR Duty Officer
11 Jianguomennei Ave.
Beijing
100736 China

Mr. Yu Haitao
SAR Duty Officer
12 Yishui Road
Qingdao
China

Mr. Zhu Jinfa
Telecommunication and Navigation
Administrative Division
No.1 Waiguan Houshen
Andingmen WA1
Beijing
China

COLOMBIA

Mr. Samuel I. Rivera
Calle 41, #46-20 CAN
Direccion GEneral Maritima
Bogota, Colombia

Tel: 57-1-222 0338
Fax: 57-1-222 0472

COOK ISLANDS

Mr. Tevai V. Matapo
Commissioner of Police
National Police H.Q.
P.O. Box 101
Rarotonga
Cook Islands

ECUADOR	Mr. Eduardo Cevallos Direccion de la Marina Mercante Elizalde 101 y Malecon Guayaquil, Ecuador	Fax: 593-4-324714/ 593-4-320385
FIJI	Mr. Josaia Voreqe Bainimarama Commander, Fiji Navy P.O. Box 12387 Naval Base, Waln Bay Suva, Fiji	
FRANCE	Mr. J.-M. Schindler Maritime Counsellor Permanent Representative of France to the International Maritime Organization French Embassy 2 Queen's Gate London SW7 5EH	Tel: +44 171 584 6149 Fax: +44 171 225 2676
	Mr. F. Escaffre National SAR Coordinator 16 Boulevard Raspail 75007 Paris France	Tel: +33 1 42841606 Fax: +33 1 42840790
	Cdr. M. Baert Coordinator Officer M.R.C.C., PAPEETE SP 91300 French Polynesia	Tel: +689 46 20 30 Fax: +689 42 39 15
	Mr. J.-Ch. Leclair Directeur-Adjoint des Affaires Maritimes Et des Gens de Mer Direction des Ports et de la Navigation Maritimes 75015 Paris	Tel: +33 1 40817123 Fax: +33 1 40817132
INDONESIA	First Admiral H. Harinto Chief of National SAR Agency JLN. Rengas 26 Jakarta Selatan - 12450 Indonesia	Tel: 550 7152 Fax: 550 1513
JAPAN	Mr. Yuji Kida Deputy-Director Search and Rescue Division Guard and Rescue Department Japanese Maritime Safety Agency 2-1-3 Kasumigaseki, Chiyoda-ku Tokyo 100, Japan	Tel: 81-3-3591- 6361(Ext.531) Fax: 81-3-3581-2853

JAPAN (Continued)

Mr. S. Funaki
Director
Information System Management Division
Guard and Rescue Department
Japanese Maritime Safety Agency
2-1-3 Kasumigaseki, Chiyoda-ku
Tokyo 100, Japan

Tel: 81-3-3591-6361
Fax: 81-3-3591-9700

Mr. S. Koike
Chief of International Regulation
International Affairs Division
Administration Department
Japanese Maritime Safety Agency
2-1-3 Kasumigaseki, Chiyoda-ku
Tokyo 100, Japan

Tel: 81-3-3591-9802
Fax: 81-3-3580-8778

Mr. S. Matsuo
Chief of International Section
Communications Division
Equipment and Technology Department
Maritime Safety Agency
2-1-3 Kasumigaseki, Chiyoda-ku
Tokyo 100, Japan

Tel: 81-3-3591-6361
Fax: 81-3-3591-9818

KIRIBATI

Mr. Miteti Abete
Director of Marine
Marine Division
Ministry of IC & T
P.O. Box 487
Betia, Tarawa
Republic of Kiribati

MALAYSIA

Capt. Abdul Rahim B. Akob
Marine Department Sarawak
Lot 683, Section 66
Jalan Utama, Tanah Puteh
93619 Kuching, Sarawak

Tel: 6082-484018;
484335
Fax: 6082-331778
E-mail: jils@po.jaring.my

MEXICO

Lic. Francisco David Payno y Sanchez
Director de Fomento y Desarrollo
Municipio Libre 377
Col. Santa Cruz Atoyac Deleg.
Benito Juarez 03310 Mexico, D.F.
Mexico

Tel: 604-4549
Fax: 605 8321

MICRONESIA
(Federated States of)

Mr. Isoda Nakashima
FSM National Police
P.O. Box 28
Office of the Attorney General
Kolonias, Pohnpei FSM 96941
Micronesia

Tel: (691) 320-2384/
5983
Fax: (691) 320-5103/
3140

NEW ZEALAND

Captain Alex Gibb
Search and Rescue Co-ordinator
Maritime Safety Authority
P.O. Box 27-006
Wellington
New Zealand

Tel: 64 4 494 1214
Fax: 64 4 473 1300
E-mail: alex.gibb@msa.govt.nz

Captain T. Nicol
Manager, Safety Service
Maritime Safety Authority of New Zealand
P.O. Box 27-006
Wellington
New Zealand

Mr. R. Bracefield
Manager
National Rescue Co-ordination Centre
Civil Aviation Authority
P.O. Box 31441
Lower Hutt
New Zealand

Tel: 64 4 560 9400
Fax: 64 4 569 2024
Or 64 4 569 2525

NICARAGUA

Mr. Martin J. Munoz Cortedano
National Maritime Administration
Apartado Postal 26
Managua
Nicaragua

Tel: (505) 222-69-28
Fax: (505) 228-11-96

NIUE

Mr. A. Lovelock
Chief of Police
P.O. Box 69
Alofi, Niue
South Pacific (via New Zealand)

Tel: (683) 4333
Fax: (683) 4324

PANAMA

Licenciado Miguel A. Jaen Vega
Inspector de Seguridad maritimo
Consular y Naves
Panama

PERU

Capt. Carlos Lema Osore
Marine Environment Director
Direccion Gral. Capitanias
y Guardacostas
Constitucion 150
Callao
Peru

Tel: 51-1-4652698
Fax: 51-1-4290256
E-Mail: clo@dcmammbt.mil.pe

PHILIPPINES

Capt. Jorge G. Necesito
Asst. Chief of Naval Staff for Plans (N5)
Headquarters Philippine Navy
Roxas Boulevard, Metro Manila
Philippines

Tel: 523 4801 / 808
5250

REPUBLIC OF KOREA

Mr. Park, Kyu-Seok
Deputy Minister for Fisheries
Ministry of Maritime Affairs and Fisheries
826-14, Yoksam-dong, Kangnam-gu,
Seoul 135-080

Tel: 82-02-554-1751

Mr. Park, Jae-Young
Director General for International Cooperation
Ministry of Maritime Affairs and Fisheries
826-14, Yoksam-dong, Kangnam-gu,
Seoul 135-080

Tel: 82-02-554-2120
Fax: 82-02-554-2023

Mr. Song, Seong-Ho
Director, International Organization Office
Ministry of Maritime Affairs & Fisheries
826-14, Yoksam-dong, Kangnam-gu,
Seoul 135-080

Tel: 82-02-554-2123
Fax: 82-02-554-2023

Mr. Lee, Eun
Director, Ship Inspection Division
Ministry of Maritime Affairs & Fisheries
826-14, Yoksam-dong, Kangnam-gu,
Seoul 135-080

Tel: 82-02-567-2038
Fax: 82-02-3466-2111

Mr. Kim, Jong-Seon
Assistant Director
Ministry of Maritime Affairs and Fisheries
826-14, Yoksam-dong, Kangnam-gu,
Seoul 135-080

Tel: 82-02-567-2038

Mr. Moon, Jae-Jin
Director General, Guard & Rescue Bureau
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-883-3956
Fax: 82-032-881-9594

Mr. Kim, Soo-Hoon
Director, Guard & Rescue Division
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-883-9810
Fax: 82-032-881-9594

Mr. Kim, Gil-Joe
Assistant Director
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-882-9555
Fax: 82-032-881-9594

REPUBLIC OF KOREA
(continued)

Mr. Yoon, Tae-Ik
Assistant Director
Communication Division
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-042-861-2330
Fax: 82-042-861-2331

Mr. Kim, Il-Pyeong
Inspector
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-887-4020
Fax: 82-032-881-9594

Mr. Nam, Sang-Uk
Assistant Director, Guard & Rescue Bureau
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-882-9555
Fax: 82-032-881-9594

Mr. Kim, Yong-Hwan
Secretary, Guard & Rescue Bureau
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-882-9555
Fax: 82-032-881-9594

Mr. Jeong, Mang-Hoon
Secretary, Guard & Rescue Bureau
Korean National Maritime Police Agency
105-1 ga, Buksung-dong, Jung-gu,
Inchon

Tel: 82-032-882-9555
Fax: 82-032-881-9594

Mr. Kim, Hong-Kon
Assistant Director
Treaties Division II
Ministry of Foreign Affairs
156, Choksun-dong, Chongno-ku,
Seoul 110-700

Tel: 82-02-720-9213
Fax: 82-02-720-0767

Mr. Moon, Myung-Pil
Deputy Director
Frequency Division
Ministry of Information and Communication
116, Shinmun-ro 1 ga, Chongno-ku,
Seoul 110-700

Tel: 82-02-750-2442
Fax: 82-02-750-2449

REPUBLIC OF KOREA

(continued)

Mr. Kim, Tae-Eui
Assistant Director
Ministry of Information and Communication
116, Shinmun-ro 1 ga, Chongno-ku,
Seoul 110-700

Tel: 82-02-750-2414

Fax: 82-02-750-2419

Mr. Kim, Byung-Oh
Chief of SAR
Korea Air Force Operation Command
PO Box 309-1, Shinjang-dong,
Pyungtaek-shi, Kyunggi-do 459-799

Tel: 82-0333-669-7100

Fax: 82-0333-669-6669

Mr. Kang, Hoon
Flight Commander
Republic of Korea Air Force
PO Box 3, Daejeo 2-dong, Kangseo-gu,
Pusan

Tel: 82-0342-723-5594

Mr. Choi, Chong-Hyuk
Flight Commander
Republic of Korea Air Force
PO Box 3, Daejeo 2-dong, Kangseo-gu,
Pusan

Tel: 82-051-973-0130

Dr. Chung, Se-Mo
Professor
Korea Maritime University
1, Dongsam-dong, Yeongdo-ku,
Pusan 606-791

Tel: 82-51-410-4232

Fax: 82-51-404-3985

Dr. Park, Jin-Soo
Assistant Dean, Professor
Korea Maritime University
1, Dongsam-dong, Yeongdo-ku,
Pusan 606-791

Tel: 82-51-410-4240

Fax: 82-51-404-3985

RUSSIAN FEDERATION

Captain J. Polianskiy
Head of MRCC
Ministry of Transport
8, Novokuzminskaja St.
Moscow
Russian Federation

Tel: 7(095) 926-94-01

Fax: 7(095) 926-91-28

Telex: 411197 RU

Mr. A. Onishchenko
Moscow, Lubyanka St., 1
Federal Border Service
Russian Federation

Tel: 7(095) 224 76-46

Fax: 7(095) 921-08-74

RUSSIAN FEDERATION
(continued)

Captain A. Vyborov
Head of RCC, Vladivostok
3, Shilkinskaja St.
Vladivostok
Russian Federation

Tel: 7(4232) 22.27.26

Mr. M. Vetrov
Counsellor
Russian Embassy
Seoul, 135-280 Korea 1

Tel: (02) 552-70-94-6

SAMOA

Mr. L. Neru
Maritime Surveillance Officer
Western Samoa Police Dept.
P.O. Box 53
Apia, Western Samoa

Tel: (685) 22 222

Fax: (685) 20 848/24 957

SINGAPORE

Capt. I.G. Sangameswar
Assistant Director (Nautical)
Shipping Division
Maritime and Port Authority of Singapore (MPA)
1, Maritime Square, #0966
Singapore 099253

Tel: 65-375 6205

Fax: 65-375 6231

Capt. P.J. Thomas
Senior Assistant Director (Nautical)
Shipping Division
Maritime and Port Authority of Singapore (MPA)
World Trade Centre
1 Maritime Square, #09-66
Singapore 099253

Tel: 65-375 6214

Fax: 65-375 6231

SOLOMON ISLANDS

Captain M. Ahikau
Superintendent of Marine
Marine Division
P.O. Box 632
Honiara
Solomon Islands

Tel: (677) 21609/24943

Fax: (677) 23798

LCDR. Panya Wongwijarn
Chief of Harbour Master Section
Harbour Department
Yotha Road, Samphanthawong
Bangkok, Thailand 10100

Fax No.: 66 2 281 4829

Mr. P. Wattanapongpisal
Harbour Master Inspector
Harbour Department
1278 Yotha Road, Talad No.1
Samphanthawong Bangkok
Thailand. 10100

THAILAND
(continued)

CPO. Perah Thidtakuno
Simulator Instructor of GMDSS
Merchant Marine Training Centre
Harbour Department
120 Bangduan, Muang District
Samutprakarn Province
Thailand. 12070

Mr. B. Suktus
Assistant Director
Domestic Transmission Division
The Communications Authority of Thailand
99 Chaeng Watthana Road
Don Muang
Bangkok 10002
Thailand

TONGA

Mr. Sunia V. Vikilani
Senior Marine Officer-Nautical
Ministry of Marine and Ports
P.O. Box 144
Nuku Alofa
Tonga

Tel: 23168; 22555
Fax: 24-267

UNITED STATES OF AMERICA

Mr. Dan Lemon
Chief, SAR Co-ordination
United States Coast Guard (G-NRS)
Department of Transportation
2100 2nd Street, S.W.
Washington D.C., 20593-001

Tel: (202) 267 1582
Fax: (202) 267 4418

VANUATU

Capt. N. Hamish
Director, Head of Department
Ports and Marine Dept.
P.M.B. 046
Port Vila
Vanuatu

Tel: (678) 22 339
Fax: (678) 22475

VIET NAM

Captain Trinh Viet Hai
Vice-Director
Maritime Safety Inspections Dept.
7A Lang Ha Str.
Ba Dinh Dist.
Hanoi City
S.R. Viet Nam

HONG KONG

(Associate Member)

Mr. R.F. Tupper
Assistant Director Port Control
Marine Department
22/F., Harbour Building
38 Pier Road, Central
Hong Kong

Tel: (+852) 2852 4403
Fax: (+852) 2544 9241

Mr. C.K. Yeung
Senior Marine Officer/Search & Rescue
Marine Department
22/F., Harbour Building
38 Pier Road, Central
Hong Kong

Tel: (+852) 2543 5558
Fax: (+852) 2541 7714

MACAU

(Associate Member)

Mr. H.V. Zambujo
Deputy Master Harbour
P.O. Box 47
Macau

Tel: (853) 576041/559922
Fax: (853) 511986

Mr. Kuok Kuong Wa
Division Chief of
Hydrographic Works and Dredging Works
P.O. Box 47
Macau

Tel: 853 9894532/559922
Fax: (853) 511986

OBSERVERS

U.K. HYDROGRAPHIC OFFICE

Mr. G. Beale
Admiralty List of Radio Signals
U.K. Hydrographic Office
Admiralty Way
Taunton
Somerset, TA1 2DN

Tel: +44 (0) 1823 337900
Ext.3641
Fax (ALRS Direct):
+44 (0) 1823 334752

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

Mr. Richard Bragg
Vice-President
American Radio Association
4725 N. Scottsdale Rd. Suite 351
Scottsdale, Arizona 85251
United States

Tel: 602-990-8400
Fax: 602-970-8337

LECTURERS

Mr. E. Blikrud
Chief Engineer
Norwegian Telecommunications Authority
P.O. Box 447 Sentrum
N-0104 Oslo, Norway

Tel: 47 22 82 4875
Fax: 47 22 82 4890

LECTURERS (Continued)

Commander A. Fuller
Maritime Safety Services Department
Inmarsat
99 City Road
London EC1Y 1AX

Tel: +44 171 728 1465
Fax: +44 171 728 1752

Mr. U. Hallberg
Manager MRCC Goteborg
Swedish Maritime Administration
SE 426 05 Vastra Frolunda
Sweden

Tel: 46 31 64 80 21
Fax: 46 31 775 3927

Mr. J.-Ch. Leclair
Deputy Director
Direction des Ports et de la Navigation Maritimes
75015 Paris
France

Tel: 33-1-40 81-71 23
Fax: 33-1-40 81-71 32

Mr. Dan Lemon
Chief, SAR Co-ordination
United States Coast Guard (G-NRS)
Department of Transportation
2100 2nd Street, S.W.
Washington D.C., 20593-001

Tel: (202) 267 1582
Fax: (202) 267 4418

Mr. D. Levesque
Head COSPAS-SARSAT Secretariat
c/o Inmarsat
99 City Road
London EC1Y 1AX

Tel: 0171 728 1391
Fax: 0171 728 1170

Captain J. Panopoulos H.C.G.
Union of Greek Shipowners
85 Akti Miaonli
Piraeus
Greece

Tel: 301 429 1159
Fax: 301 429 1166

Commander Mike Woodroffe
Deputy Chief of Operations RNLI
Royal National Lifeboat Institution
West Quay Road
Poole, Dorset
BH15 1HZ

Tel: +44 (0)1202 663 156
Fax: +44 (0)1202 663 167

IMO SECRETARIAT

Mr. W.A. O'Neil
Secretary-General

Mr. E.E. Mitropoulos
Director
Maritime Safety Division

Mr. E.O. Agbakoba
Senior Technical Officer
Navigation Section
Maritime Safety Division

Mr. G.S. Singhota
Senior Technical Officer
Navigation Section
Maritime Safety Division

Mr. A. Garofalo
Chief, Conference Section
Conference Division

Mr. Min Kyung Rae
Technical Officer,
Cargoes and Facilitation Section
Maritime Safety Division

Mrs. T. Agonafir
Principal Secretary
Navigation Section
Maritime Safety Division

ANNEX 2**CONFERENCE PROGRAMME**

**FOR THE PACIFIC OCEAN CONFERENCE ON
MARITIME SEARCH AND RESCUE (SAR) AND THE GLOBAL
MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

SEOUL, REPUBLIC OF KOREA, 7 TO 11 APRIL 1997

Monday, 7 April 1997

09.00 - 10.00 - Registration

10.00 - 10.20 - Opening ceremony (Representative of the host
Government and the Secretary-General)

10.20 - 10.50 - Coffee/tea break

SAR matters

10.50 - 11.20 -	Development of the global SAR plan	E.E. Mitropoulos (IMO) SEOUL/CONF.2
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11.20 - 11.50 -	The International Convention on Maritime Search and Rescue, 1979 : Present status and requirements	E.O. Agbakoba (IMO) SEOUL/CONF.3
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11.00 - 12.10 -	Rescue Co-ordination Centres (RCCs) : Distress alert routeing, identification of ships, 24-hour availability of RCCs	U. Hallburg (Sweden) SEOUL/CONF.4
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12.10 - 12.30	SAR personnel training	M. Woodroffe (ILF) SEOUL/CONF.12
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12.30 - 14.30 - Lunch break

GMDSS matters

14.30 - 14.50 -	The GMDSS plan of shore-based facilities: Present status and requirements	D. Lemon (USA) SEOUL/CONF.5
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14.50 - 15.10 -	GMDSS matters: need for Sea area A3 facilities and Local User Terminals (LUTs) in the region, false alerts, training, etc.	J.-Ch. Leclair (France) SEOUL/CONF.6
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15.10 - 15.30 -	Inmarsat: Status of satellite services	A. Fuller (Inmarsat) SEOUL/CONF.7
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15.30 - 16.00	-	Promulgation of Maritime Safety Information (MSI), MSI registration, methods of seeking and arranging association with Coast Earth Stations (CESs), cost system status, etc.	(?) (IHO) SEOUL/CONF.8
16.00 - 16.30	-	Tea/coffee break	
16.30 - 16.50	-	COSPAS-SARSAT	D. Levesque (Cospas-Sarsat) SEOUL/CONF.9
16.50 - 17.10	-	GMDSS and maritime radio facilities in the North Western Pacific region	E. Blikrud (Norway) SEOUL/CONF.10
17.10 - 17.25	-	GMDSS facilities in the North Eastern Pacific region	
17.25 - 17.40	-	GMDSS facilities in the South Eastern Pacific region	J. Panopoulos (Greece) SEOUL/CONF.11
17.40 - 18.00	-	GMDSS facilities in the South Western Pacific region	
19.00 - 20.30	-	Reception hosted by the Secretary-General	

Tuesday, 8 April 1997

**Progress reports on national developments re SAR organizations
GMDSS arrangements and facilities: Problems and needs**

09.30 - 11.00	-	Brief reports by North Western Pacific countries represented	
11.00 - 11.20	-	Coffee/tea break	
11.20 - 12.30	-	Brief reports by North Western Pacific countries represented (continued)	
12.30 - 14.30	-	Lunch break	
14.30 - 15.00	-	Brief reports by North and South American countries represented	
15.00 - 16.00	-	Brief reports by Australia and South Western Pacific countries represented	
16.00 - 16.30	-	Tea/coffee break	
16.30 - 17.30	-	SAR organization, GMDSS shore-based facilities and related matters. Establishment of regional panels to discuss	
		- North Western Pacific region	
		- North Eastern Pacific region	
		- South Eastern Pacific region	
		- South Western Pacific region	

Wednesday, 9 April 1997

Regional panel discussions

- 09.30 - 11.00 - Regional panel discussions:
- review of information contained in the SAR and GMDSS circulars relating to the region
 - review of national SAR areas of responsibility
 - review of available GMDSS shore-based facilities in the region
 - review of the routing of distress and safety communications in the region
 - review of arrangements for the co-ordination of MSI broadcast in the region
 - review of planned facilities in the region
 - identification of additional facilities required in the region
 - identification of training needs for countries in the region
 - review of co-operation agreements in the region
 - conclusions and recommendations stemming from above reviews
- 11.00 - 11.20 - Coffee/tea break
- 11.20 - 12.30 - Regional panel discussions continued
- 12.30 - 14.30 - Lunch break
- 14.30 - 16.00 - Regional panel discussions continued
- 16.00 - 16.20 - Tea/coffee break
- 16.20 - 17.30 - Report on the outcome of the work of the regional panels
- General discussions

Thursday, 10 April 1997

- 09.30 - 11.00 - Consideration of an integrated Pacific Ocean SAR plan:
- Preparation of an integrated provisional SAR plan for the entire Pacific Ocean
 - Compatibility with aeronautical SAR plans
 - Bilateral agreements on limits of SAR regions
 - Co-operation between RCCs in:
 - SAR operations, combined training exercises
 - intercommunications, etc.
 - Manning of RCCs
 - Other matters related to the SAR plan
- 11.00 - 11.30 - Coffee/tea break
- 11.30 - 12.30 - Discussion on training and other technical co-operation matters in the Pacific Ocean region
- 12.30 - 14.30 - Lunch break
- 14.30 Field trip
- 19.00 - Farewell dinner hosted by the host Government

Friday, 11 April 1997

- 10.00 - 11.00 - Introduction, consideration and adoption of Conference resolutions
- 11.00 - 11.20 - Coffee/tea break
- 11.20 - 12.30 - Consideration and adoption of Conference report
- 14.30 - 15.00 - Award of certificates of attendance
- Closure of the Conference

ANNEX 3**INFORMATION PROVIDED ON NATIONAL SAR/GMDSS FACILITIES****AUSTRALIA**

The National Authority for Maritime SAR is called Australian Search and Rescue (AUS-SAR). AUS-SAR will be an agency of AMSA, and a single combined Air/Maritime RCC will commence operation on 1 July 1997. Essentially the SRR is the Aviation Flight Information Region extending from the common SRR boundary between Indonesian and Australia to the Antarctic and from longitudes 75 E to 163 E. Australia has entered into formal SAR arrangements (Maritime and Aviation) with Indonesia and is negotiating arrangements with New Zealand. Australia is also hoping to enter formal co-operative SAR agreement with Papua New Guinea, Fiji and Solomon Islands as soon as possible.

Australia has declared an A3 sea area for GMDSS and fully implemented GMDSS in the region in 1992. It has 5 HF Coast Radio stations maintaining 24 hour coverage of distress and safety transmissions in the 2, 4, 6, 8, 12 & 16 MHZ bands. 1 Land Earth Station (LES) covering IOR and POR provides Inmarsat A, B, C, and E coverage for Distress Alerting. Australia uses Inmarsat C SafetyNet system for MSI and SAR coordination.

Australia operates 2 LUTs one in SW Australia and one in East Australia. The LUTs are connected to the MCC co-located and operated by MRCC staff. The MCC is also connected to and processes data from the LUT in New Zealand.

In 1996 the Australian MCC was commissioned as a Nodal MCC for the SW Pacific region and currently accepts and transmits alert and location data from Indonesia and Singapore LUTs.

The Australian MCC service area in respect of alerts and location Data includes Papua New Guinea, Solomon Islands, Fiji, New Caledonia, and New Zealand.

The MRCC (MRCC-Australia) is situated in Canberra, the national Capital.

Australia maintains no vessels or aircraft dedicated to Search and Rescue purpose. Resources are obtained and utilized as circumstances dictate. Private resources are chartered if required and defence facilities are made available where other suitable resources are not available. The AUSREP system allow for the ready identification of shipping that may be in a position render assistance.

The new AUS-SAR organization will include a SAR training school which is expected to provide training to Australian and international students.

BRUNEI DARUSSALAM

Brunei Darussalam would be amenable considering the provision of search and rescue services in an extended area of the high seas approximately 200 nautical miles from its coast as its participation in the proposed establishment of a provisional maritime search and rescue region for Asia and the Pacific.

Brunei National Search and Rescue Centre (NSAR) has moved to a new location, upgraded some of its equipment especially in Communications and work stations. In line with the provision of the SOLAS Convention, communication on HF by NSAR is good and manned 24 hours by qualified personnel.

Brunei Darussalam is waiting to resolve bilateral and multilateral agreements between Brunei Darussalam, Malaysia and, Singapore on the establishment of A2 and A3 areas.

Muara coastal Radio Station consists of the following:

- a) MF/HF transmitter
- b) DSC Controller and Receiver PC Keyboard and printer
- c) VHF DSC controller and receiver
- d) Marine radar capable of tracking 96 nautical miles with plotting facilities
- e) Radiotelephone distress frequency 2182 Watch Receiver
- f) Direction Finding capabilities for 2182 KHz and 500 KHz
- g) SSB Radio communicating and monitoring 2182 KHz and other marine bands
- h) VHF Radio communicating and monitoring Channel 16 and other ITU Channels

CAMBODIA

After almost 25 years of war, Cambodia has since 1993 been reconstructing and rehabilitating its infrastructure.

With regard to maritime search and rescue, Cambodia has made every effort to try to meet its obligations under the SOLAS Convention. For this purpose, Cambodia created a national committee in May 1996 which is charged with organizing and co-ordinating operations for aircraft and civil maritime search and rescue. An aeronautical search and rescue centre is presently in operation at POCHEN TONG International Airt.

Cambodia needs technical and financial assistance to speed up the implementation of its maritime search and rescue programmes.

CANADA

COSPAS/SARSAT

SPOC

Location Canada

CMCC Trenton/RCC Trenton

8 Wing

Canadian Armed Forces

Astra, Ontario

CANADA K0K 1BO

Telephone + 1 613 965 3872

Facsimile + 613 965 2026

Telex 06-6282

AFTN CYTRYX

E-mail

24 Hours availability in English

MMSI Database

Location Canada [316]

Industry Canada

Journal Tower North

300 Slater Street

Ottawa, Ontario

CANADA K1A 0C8

Telephone + 1 613 998 3431

Facsimile

Telex

AFTN

E-mail

Available 0800 hours till 16.30 hours in English

NOTE: RCC Halifax will assume 24 hour point of contact in the near future

[Telephone +1 902 427 8200]

[Facsimile + 1 902 427 2114]

[Telex 019-21533 A/B Mot CGR]

EPIRB Database

Location Canada [316]

Canadian EPIRB Registry

Canadian Coast Guard

Office of Boating Safety

344 Slater Street, 9th Floor

Ottawa, Ontario

CANADA K1A 0N7

Telephone + 1 613 990 3124

Facsimile + 1 613 996 8902

Telex

AFTN

E-mail

24 Hours Contact RCC Trenton

Telephone + 1 613 965 3872

Facsimile + 1 613 965 7045

AFTN CYTRYX

English

RCC (1 of 3)

Location RCC Halifax

Telephone + 1 902 427 8200

Telephone + 1 902 427 2114

Telex 019-21533 A/B Mot CGR

AFTN

E-mail

24 Hours availability in English

RCC (2 of 3)

Location RCC Trenton

Telephone +1 613 392 2811 Local 3870 or 3875

Facsimile

Telex 06-62282

AFTN

E-mail

24 Hours availability in English

RCC (3 of 3)

Location RCC Victoria
Telephone +1 250 363 2333
Facsimile + 1 250 666 3311
Telex 049-7410
AFTN
E-mail
24 Hours availability in English

MRSC (1 of 2)

Location MRSC Quebec
Telephone + 1 418 648 3599
Facsimile
Telex 015-2203
AFTN
E-mail
24 Hours availability in English and French

MRSC (2 of 2)

Location MRSC St. John's
Telephone + 1 709 772 5151
Facsimile
Telex 016-4044 A/B MRSC SNF
AFTN
E-mail
24 Hours availability in English

GMDSS

Registered for SafetyNET Yes - RCC Halifax
Ocean Region AOR-W AOR-E
Used (CES) Goonhilly

Area Concept

A1 Planned in pockets
A2 no
A3 other oceanic areas
A4 in Arctic
Navtex operational

National SAR Agency

Maritime:

Canadian Coast Guard
Search and Rescue
344 Slater Street, 9th Floor
Ottawa, Ontario
CANADA K1A 0N7

Telephone +1 613 990 3119
Facsimile +1 613 996 8902
E-mail (non-distress only; Director SAR)
E-mail (non-distress only; General)
Website

Gary.Sidock@amp1.cggc.dfo-mpo.x400.gc.ca
SAR@CCGRSER.ORG
<http://www.ccgrser.org>

Aeornautical:

Department of National Defence

COOK ISLANDS

The Cook Islands Maritime Search and Rescue System consists of the Cook Islands Police Maritime Surveillance Centre as the controlling agency with the Airport Authority (Air Traffic Control) providing support in air situations, and Telecom's Rarotonga Radio shore communications. Resources available within the Cook Islands for Search and Rescue operations include local airline, Air Rarotonga, for aerial searches up to 100 nautical miles (nm) from Rarotonga, Cook Islands Patrol boat TEKUKUPA, local fishing vessels for close to shore SAR, Inter island trading vessels and Merchant vessels passing through Cook Islands waters.

Where the circumstances warrant, the New Zealand Rescue Coordination Centre (NZRCC) is requested for air support in the form of a P3K Orion Maritime Surveillance aircraft. In such a situation, NZRCC coordinates this effort including the selection of merchant ships in the vicinity of the search area which could be utilized for any rescue. This service is provided in the context of the SAR Convention with the cost of the Orion and RCC assistance borne by New Zealand.

FIJI

SAR operations in Fiji are classified in the following manner:

(a) Class I Search - Land search

This is co-ordinated by the Rescue Sub-Center (RBC) Suva and involves SAR action for persons missing on land. It is treated as a maritime police matter and co-ordinated by the Police.

(b) Class II Search - Sea Search

This is co-ordinated by the Rescue Co-ordinating Center (RCC) Suva and involves an extensive local search for missing persons and vessels in the Domestic SAR area co-ordinated by the Navy. Aircraft may be chartered to assist in a class II search. If aircraft is used co-ordination will rest with RCC Suva.

(c) Class III Search - Air Search

A Class III search is co-ordinated by the RCC Nadi (which may require RCC Suva to be activated in support), and is a search for aircraft in distress or overdue within the Fiji Search and Rescue region. RCC Nadi may initiate and co-ordinate foreign assistance.

The Rescue Sub-Center for Class I search is situated at the Central Police Station in Suva. The RCC for Class II search is located at the Naval HQ also in Suva. For Class III search the RCC is located at the Nadi International Airport. The RCC Nadi is also tasked with co-ordinating SAR for the region and has an area that encompasses Tonga, Kiribati, Samoa and Wallis and Futuna.

There is no dedicated SAR organization in Fiji; and no SAR training. Co-operative agreements have been signed with New Zealand and the United States with regards to the use of long range aircraft for searches.

FRENCH TERRITORIES OF THE PACIFIC OCEAN

There are two French Maritime Search and Rescue Regions (MSRR), one for French Polynesia (Polynesie franchise), of which the main island is Tahiti, the other one for New Caledonia

(Nouvelle-Caledonia). Two Maritime Rescue Coordination centres (MRCC), permanently manned, have been created, MRCC Papeete and MRCC Noumea Wallis-et-Futuna I the third of the French Territories of the Pacific Ocean, is included in the MSRR Nandi (Fiji).

The MRCC Papeete is operated by the joint armed forces operations centre while the MRCC Noumea is operated by the naval operations centre. They both have excellent communications facilities including MRCC Papeete's direct phone line with MRCC Honolulu. Sufficient number of helicopters and fixed-wing aircraft, navy vessels and patrol craft are available for emergency response and rescue.

France has fulfilled its international obligations regarding the SOLAS Convention by declaring the sea areas around its Territories of the Pacific Ocean as A3 areas. It has not yet decided about the future of the local non-GMDSS radio stations or systems. However there are some studies in each of these Territories for possible creation of A1 areas at least in some places. The French MRCCs in the Pacific Ocean are provided with COSPAS-SARSAT information by the French Mission Control Centre (MCC) at Papeete and by the Australian MCC for Noumea. For Maritime Safety Information (MSI), the French Navy Hydrographic Service is planning new broadcast in these zones in accordance with the GMDSS probably using INMARSAT SAFETYNet.

HONG KONG

The Hong Kong maritime search and rescue service is provided by the Marine Department of the Hong Kong Government. There are two Rescue Co-ordination Centres (RCC) in Hong Kong*, the Aeronautical RCC, which deals with aircraft within the Hong Kong flight Information Region, is under the ambit of the Civil Aviation Department and the Maritime Rescue Co-ordination Centre (MRCC), which deals with maritime emergency within Hong Kong Search and Rescue Region, is under the ambit of the Marine Department.

Hong Kong has had a long range SAR capability since the early 1970's within the multi-functions of the then Port Control Centre. The establishment of a "Vessel Traffic System" in October 1989 replacing the Port Control Centre was implemented to coincide with the establishment of the "stand alone" MRCC equipped to IMO requirements. The Centre is manned on a 24-hour basis by three officers; one Maritime Officer who is a Master Mariner and suitably SAR trained, one Marine Inspector and one GMDSS Radio Operator. The Centre is also the marine emergency response centre for maritime emergencies occurring within local waters, such as oil pollution, ship fire and collision.

The Hong Kong MRCC does not operate or own any SAR resources but draws upon resources from other Government Departments.

The Hong Kong radio station "Hong Kong Marine Rescue - VRC" is located in the MRCC and provides radio coverage for sea areas A1, A2 and A3.

The Hong Kong Local User Terminal was established in March 1990. The Mission Control Centre is located in the MRCC. Over the years, Hong Kong has been actively collaborating and attending the Cospas-Sarsat annual Operator Working Meeting. The HK Mission control Centre is responsible for distributing satellite distress alert data to the Philippines, Vietnam and China.

Facsimiles, telex, IDD telephone, X.25 and 123.1 MHz radio (surface to air SAR Communication channel) are also fitted at the MRCC. The Centre is Hong Kong's 24-hour SAR

* Associate Member

point of Contact (SPOC) where a SAR database containing over 2600 ships' EPIRB records is maintained.

INDONESIA

Since 1972, to comply with IMO and ICAO Conventions, Indonesia has established the SAR organization namely the National SAR Agency (Badan SAR Nasional or Basarnas), under the Ministry of Communication whose main function is to manage and execute SAR operation for both maritime and aviation accidents in Indonesia's SAR Regions. The National SAR Agency operates 4 RCCs and 15 RCSs.

Indonesia has established a mission Central Centre RCCs and RSCs. Communication is available: using Telex, AFTN, Facsimile and Voice. Beside that, the National SAR Agency and Jakarta RCC can receive the distress calls from ships via Indonesia LES (Inmarsat B/M PT.INDOSAT) using ten telephone lines and telex.

Indonesia has plans to install shore based facilities like Inmarsat C (SES), Inmarsat B/M, SAR Radar Transponder (SART), Ship Reporting System and HF/VHF radio. Some of the coast radio stations (under the directorate General of Sea Communication) are equipped with and operate Digital Selective Calling (DSC), Narrow Band direct Printing (NBDP) and NAVTEX.

JAPAN

Japan has made every effort to satisfy the requirements and recommendations of the SAR Convention and to establish co-operative relation with neighbouring countries for SAR operations.

It has established 11 RCCs at each Regional Maritime Safety Headquarters, which operate 24 hours a day. JMSA has an agreement with other related national government agencies, such as Defence Agency, Ministry of Justice, Ministry of Foreign Affairs, Ministry of Finance, Ministry of Health and Welfare and Ministry of Transport on co-operation in maritime SAR operations for better co-ordination between RCCs and related agencies. JMSA owns 119 patrol vessels, 235 patrol craft, 26 airplanes and 44 helicopters. All of these rescue units are always on stand-by for emergency.

Japan and United States concluded the "Agreement between the Government of Japan and the Government of the United States of America on Maritime Search and Rescue" (Japan-US SAR Agreement) in December 1987. Under this agreement, Japan bears the main responsibility for co-ordinating search and rescue activities in the broad sea area. JMSA operates COSPAS/SARSAT ground segment facilities around the clock to receive distress information from ships and aircraft equipped with satellite EPIRB. Cospas-Sarsat ground segments (LUT and MCC) are located in Tokyo area. Two LUTs are located at Yokohama and linked by microwave to JAMCC Headquarters in Tokyo. JAMCC is responsible for handling distress alerts in the service area in the Western Pacific. Furthermore, JAMCC is expected to be the Nodal MCC in the northwest pacific region in April 1997.

JMSA has established the Haneda Special Rescue Station to respond to difficult maritime distress incidents, such as rescuing victims trapped inside capsized ships. JMSA decided not to introduce VHF/DSC system for sea area A1 in Japan for the main reason that no international sea lane can be effectively covered by Japanese VHF coverage.

Japan's NAVTEX system comprises one co-ordinating station, 5 transmitting stations and 3 maritime safety information sources. The co-ordinating station is located at Headquarters and is responsible for broadcast schedule co-ordination, format checking, information archiving, etc.

Inmarsat commercial communication service is provided by KDD (Kokusai Denshin Denwa) in Japan. Arrangement has been made between KDD and JMSA to deal with maritime distress and safety communication by Inmarsat System. Distress message from SES by voice or telex is received by KDD coast earth station (CES) at Yamaguchi with highest priority and re-directed to JMSA Headquarters in Tokyo by direct line.

Inmarsat EGC system for promulgating safety information for ocean going ships is also provided by the service contract with KDD. NAVAREA warning and SAR information are sent to KDD from JMSA for transmission by EGC SafetyNET function, while provision of meteorological information by EGC is done independently by Meteorological Agency.

HF/DSC system for the GMDSS was implemented by expanding the function of the ship reporting system (JASREP) facilities. JASREP had been operated since 1980 on 4, 8, 12, 16 and 22 MHz band by morse telegraphy. HF/DSC and NBDP capabilities on 4, 8, 12 and 16 MHz were added to JASREP facilities in 1992 and jointly operated since then. MF/DSC system was also implemented by adding such capability to the existing coast radio stations.

MACAU

An SMC and an Assistant SMC are responsible for the co-ordination of aeronautical and maritime SAR operations through the Maritime Terminals Control Tower (MTCT). The SMC and Assistant SMC co-ordinate activities by mobile telephone.

MALAYSIA

Malaysia has established a national SAR Committee under the Ministry of Transport. The Search and Rescue responsibilities are divided among the various government agencies by types of incidents e.g. aviation (co-ordinated by Civil Aviation), marine (co-ordinated by Marine Department) and land (co-ordinated by the Police).

Malaysia has two separate Search and Rescue Regions due to geographical separation by Indonesia and the South China Sea.

For the Peninsular Malaysia on the west the Search and Rescue Region (SRR) basically follows the FIR for aviation with a slight enlargement of the maritime region for South China Sea in order to cater for the exclusive economic zone. For Sabah and Sarawak, the maritime SRR was also enlarged from the aviation SRR to cover the exclusive economic zone.

The Maritime Rescue Co-ordination Centres and most of the MRSCs are manned 24 hours by personnel trained in SAR. The centres are well equipped with communication equipment enabling them to communicate with ships and aircraft as well as all other centres and places. Comprehensive planning charts and publications are available for reference as well as planning. Computers are used for databases and search planning.

As search and rescue activities involve utilisation and co-ordination of all available facilities, Malaysia has arrangements in place for sourcing same from the Airforce, Police, the Navy including the Marine and Fisheries departments. Malaysia plans to complete the planning and implementation of the GMDSS by 1998.

NAVTEX implementation was co-ordinated first with IMO and later with the Navarea XI Co-ordinator, Japan. The initial planning, based on the stated range of about 200 miles as given in the GMDSS Manual, was for 5 transmitters strategically located to cover the areas under Malaysian responsibilities. Subsequently after correspondence with Japan, it was agreed to be reduced the number to three.

On the implementation of the GMDSS, Malaysia has plan for eastablishing sea areas A1 and A3 only. The planning is almost completed and the implementation will be completed by the year 1998.

FEDERATED STATES OF MICRONESIA

The Maritime Wing of the Federated States of Micronesia National Police operates a small Search and Rescue Centre with limited resources and co-ordinates maritime SAR mainly on the high seas or within the fisheries zone (200 mile zone). At present, there is no SAR plan.

The National Police Maritime Wing is located in the state of Pohnpei, capital of the Federated States of Micronesia. The four FSM states have their own centres (specifically offices):

- a) Yap State - Office of Budget and Planning of the Govenor's Office handles SAR matters. It is located in the state capital of Yap;
- b) Chuuk State - Department of Transportation handles marine incidents on the high seas, whereas the Department of Public Safety handles coastal areas;
- c) Pohnpei State - Department of Justice and Disaster Co-ordinating Centre is responsible for SAR matters, centre located in Kolonia, Pohnpei;
- d) Kosrae State - Division of Public Safety with joint co-ordination with the Division of Marine Resources is located in the state centre.

The centres in the states cover mostly coastal areas. There are no coast stations except few with HF radios. All the centres (offices) have access to telephone line, fax and can call anywhere in the world.

The Federated States of Micronesia does not have vessels or aircraft specifically tasked with SAR responsibilities for maritime incidents. The National Police Maritime wing has two patrol boats that are sometimes used for SAR matters, whereas the states use the Micro Class vessel for this purpose.

NEW ZEALAND

New Zealand has three classes of search, Class I, Class II and Class III. New Zealand's maritime SRR differs from the ICAO FIR region.

The search and rescue centre is located in a dedicated room on the ground floor of Aviation House - Lower Hutt, just north of Wellington at the base of the North island.

The LUT is located on the top of Aviation House, but its operation is from the MCC in Canberra Australia.

The RCC has multiband HF, AFTN, Fax, Telephone lines. The centre is not occupied other than when a search is underway. Twenty-four hours watch is maintained using mobile telephone, pager or facsimile.

New Zealand has agreements with the governments of Cook Islands, Fiji, Nauru, Niue for the provision of long range aircraft and other assistance where possible. SAR agreements are being developed with Australia, New Caledonia and Tahiti.

A Maritime Operations Centre provides MF/HF radio communications from 2 to 6 KHz. This centre will be upgraded to provide HF/DSC in 1998. The centre currently operates 16 VHF stations now, and will operate a further 5 stations by 1998.

Satellite communications are provided by Perth in Australia. A new Land Earth Station (LES) is under construction to provide Inmarsat A and B (and M) communications later this year (M being non-GMDSS).

Small vessels are catered for by using VHF; full coastal coverage will be provided by 1998.

Under the GMDSS, New Zealand will declare areas A3 and A4 only over NAVAREA XIV.

MSI (Maritime Safety Information) is provided by SafetyNET and MF/HF radio for both coastal and oceanic vessels.

NIUE

The Rescue Co-ordinating Centre (RCC) based in Nadi, Fiji is responsible for co-ordinating maritime search and rescue operations in waters close to Niue. From a local perspective, the responsibility for all SAR matters rests with the Niue police. The Police Station at Alofi doubles as a Contact Point (CP) in the event of an emergency and is equipped with a land-line telephone, cellular telephones, facsimile and emergency/distress VHF channel 16 facilities. Telecom Niue monitors VHF emergency/distress radio frequencies and HF radio traffic on a 24-hour basis and alerts SAR personnel as necessary.

Search and Rescue Resources

The sole government owned vessel suitable for search and rescue purposes is a 12 metre tug powered by twin diesel engines. The vessel is fitted with VHF radio and carries an EPIRB (406 MHz) amongst its safety equipment. Local commercial and private fishing boat operators are available to provide support on a voluntary basis.

Main at-risk groups

The main victims of maritime incidents in Niue are local fishermen using either small motorised dinghies or outrigger canoes who at times get lost at sea, yachts and occasionally larger commercial vessels.

Niue response capability

Like the New Zealand approach, searches are categorized.

The New Zealand categorization revised for application in Niue are defined as follows:

- | | |
|-----------------|--|
| CLASS I | An operation that can be carried out effectively by the Niue Police using its own resources. |
| CLASS II | An operation in which the Police obtain assistance from other organizations or people, but in which the control of, and responsibility for, remains at all times with the Niue Police. |

CLASS III A SAR operation requiring the use of national civil and/or external military resources controlled from a Rescue Co-ordination Centre overseas, including a search for an activated emergency location transmitter.

The aim of Niue (through the Niue Police Department) is to provide an effective response in relation to Class I and II searches.

Limitations

A Class III search is outside the capability of Niuean resources and any such search would need to be referred to Nadi, Fiji (RCC) and/or New Zealand for them to take appropriate action.

PHILIPPINES

For the past years there had been moves to improve SAR and GMDSS services by the Philippines Government. The Philippines Coast Guard remains as the Maritime Disaster Response Centre. With the implementation of the Armed Forces Modernization Programme, the Coast Guard as an organization attached to the Philippines Navy will soon improve its capability in Search and Rescue operations, through the acquisition of several SAR vessel/resources. Negotiations are now going on for the purpose of acquiring these resources. These acquisitions will definitely improve the capability to execute SAR functions. The Philippines Coast Guard is about to publish an updated SAR manual.

As to the GMDSS, the Department of Transportation and Communications in co-operation with the Philippines Coast Guard is preparing a plan for the establishment of a coast monitoring/transmitting station in line with the full implementation of the GMDSS in February 1999.

REPUBLIC OF KOREA

KNMPA (Korea Maritime Police Agency) is a governmental organization operating under the direction of the Maritime Affairs and Fisheries (MOMAF) and was designated as the agency of national maritime SAR on 4 September 1995.

The KNMPA's role is: Maritime SAR, security guard at sea, criminal investigations, marine pollution control, control of navigation for domestic small boats and other special missions.

Headquarters of the RCC for general co-ordination is located at KNMPA. There are 5 RCCs located at Inchon, Mokpo, Pusan, Donghae and Cheju Maritime Police Stations. 7 RSCs are located at Taean, Kunsan, Yeosu, Tong-yeong, Ulsan, Pohang and Sokcho Maritime Police Stations.

The SAR facilities of KNMPA are patrol and rescue vessels, helicopters and special rescue teams.

All RCCs and RSC keep 24-hour watch from strategic sites around the coastline of Korea are manned by trained personnel and are equipped with communication facilities including Inmarsat terminal, Cospas-Sarsat LUT terminal, monitoring console for distress alert from Korea telecommunication (KT) and KNMPA CRSs, public networks, hot Line with neighbouring States (Japan, Russian Federation).

SINGAPORE

Organisation

A SAR committee comprising officials from the Ministry of Communications, Ministry of Defence, Civil Aviation Authority of Singapore (CAAS), Police Department, Port of Singapore Authority (PSA), Singapore Telecom and the Maritime and Port Authority of Singapore (MPA) is the policy and decision making body for all SAR operations.

MPA is responsible for the co-ordination of maritime SAR operations. Other organisations which play an important supporting role in the SAR operations are Singapore Telecom, CAAS, the Republic of Singapore Navy (RSN), the Republic of Singapore Airforce (RSAF), Port of Singapore Authority (PSA), Police Coast Guard, the Meteorological Services, the Civil Defence Force, Ministry of Health and Singapore Immigration and Customs Department.

The control, co-ordination and direction of all Maritime SAR Operations are carried out from the Rescue Co-ordination Centre (RCC) which is located at the Air Traffic Control Centre (ATCC) at Biggin Hill Road. During a maritime SAR incident, a marine SAR team from the Maritime and Port Authority of Singapore (MPA) will activate the RCC.

The various search and rescue units from RSAF, RSN and other organizations will be placed under the operational control of the SMC through their respective liaison officers.

SAR facilities

SAR facilities are provided by the Republic of Singapore Airforce (RSAF), Republic of Singapore Navy (RSN), salvage companies and merchant vessels in the vicinity.

Communications

Singapore has an efficient coast radio station (Singapore Radio) provided by Singapore Telecom. Singapore Radio provides communications on the various maritime radio frequencies in the MF, HF and VHF bands.

Cospas-Sarsat System

Singapore's LUT has been operated jointly by CAAS and MPA since July 1992. Singapore maintains EPIRB register of Singapore registered ships.

Ship reporting system (SINGREP)

Singapore operates a voluntary ship reporting system (SINGREP), which complies with the criteria set by the International Maritime Organisation. SINGREP is open for participation to all vessels and is free of cost to participating ships and maintains a computerized plot of participating ships in the area covered by the system. In case of an emergency, it enables ships nearby to be identified for the co-ordination of maritime search and rescue and to provide speedy assistance to ships which may require assistance.

WESTERN SAMOA

Introduction

Western Samoa is one of the smallest countries in the South Pacific with the smallest EEZ. However, in the small sea area there are still a number of SAR incidents every year. The Western Samoa maritime SAR service is provided by the Maritime Wing of the Police Department.

All SAR co-ordination is conducted by the National Co-ordination Centre which is also part of the Police department. The NCC is manned by trained staff 24 hours.

National Co-ordination Centre (NCC)

The NCC has the following facilities:

- the Western Samoa Police communication network
- 24-hour monitor of HF/VHF radios
- international telephone and facsimile capabilities
- satellite monitoring system
- communication support for the patrol boat
- 24-hour availability for co-ordination of SAR

Resources

Western Samoa does not have a dedicated asset for Maritime SAR, however, there is one 3 metres patrol boat which was provided by the government of Australia.

A civil aviation aircraft is also available on charter.

SOLOMON ISLANDS

The Solomon Islands operates a Rescue Co-ordination Centre with limited facilities. The RCC is based in Honiara the capital of Solomon Islands and co-ordinates all the Maritime rescues throughout the country. There is no other equivalent facility throughout the country except for simple radio sets which are adequately spread out in the islands. These are privately owned but are all accessible for the Honiara RCC operations.

As far as communication is concerned the facilities available is capable of providing coverage over coastal or high sea areas. Except for EPIRB signals, we rely on Australia, New Zealand and Hawaii. For actual search and rescue on the high sea we rely very much on Australia if it is beyond our resources.

The Honiara Maritime coast radio station is connected to the Honiara RCC and all radio sets throughout the country. The Maritime coast radio station maintains a 24-hour watch. Only the Honiara RCC has international telex, fax and international telephone. The Solomon Islands Government does not have dedicated vessels or aircraft specifically tasked for SAR responsibility but the RCC charters the relevant facilities when required. In the event that the RCC has to charter there are available fixed wing aircraft, helicopters and commercial vessels in the country.

The Solomon Islands Government has a proposal to buy a fast Search and Rescue vessel and negotiation is underway with the relevant shipyards. There are also plans to supply radio sets to selected locations in the islands. An educational drive was initiated especially with ship owners on

co-operation in distress alerts. This will lead to possible signing of agreements to facilitate immediate dispatch of vessels by the RCC.

The new shipping act to go before Parliament this year will implement the SOLAS and other IMO Conventions which will improve the safety standards including the GMDSS facilities. The Solomon Telekom, ITU and the forum secretariat have put together a GMDSS project package. It is proposed to declare A1 and A2 areas by 1999.

TONGA

Search and Rescue in Tonga is headed by the Ministry of Marine and Ports but it is co-ordinated by the Ministry of Police. When Search and Rescue are beyond the EEZ, the RCC which is situated in Nandi in Fiji is informed for transmission to New Zealand and Australia for assistance.

There are an average of 5 to 10 SAR incidents a year in Tonga's SRR. Efforts are being made to upgrade the standard of SAR services through improved facilities and the training of personnel.

UNITED STATES

The U.S. is party to the SOLAS and SAR Conventions. It has SAR agreements with twelve countries, and plans to conclude additional agreements in the future. It is expected that formal arrangements will be concluded soon to eliminate the overlap between the Japan and U.S. SRRs.

The U.S. has a National SAR Plan which describes the roles of seven government agencies which support SAR, a national SAR co-ordinating committee which manages SAR matters of national and inter-agency interest, and a National SAR School which also trains foreign students.

The U.S. operates four RCCs in the Pacific which all have large ocean SRRs. All U.S. rescue units also perform other missions besides SAR, and all available resources are used to the extent practicable.

The U.S. has developed requirements for a replacement national distress communications system, and believes that by 2002, it will be able to declare operational sea areas A1 and A2. NAVTEX, SafetyNET, and HF are all used to relay distress alerts and co-ordinate SAR operations. One of the Cospas-Sarsat Nodal MCCs is in the U.S., and this center handles national registration of 406 MHz EPIRBs. Ch16 watchkeeping will continue for the foreseeable future.

The co-ordinating agency for maritime SAR is the U.S. Coast Guard.

VANUATU

The responsibility of Search and Rescue, under the national laws, rests with the department of Ports and Maritime, within the Ministry of Transport, public works and Ports and Maritime and the Co-ordinator for SAR is the Director of Ports and Maritime.

The department has and will continue to co-ordinate SAR. However, some re-organization is necessary to improve the co-ordination and effectiveness of SAR services.

Two other departments are involved in the provision of SAR services. They are the Disaster Management Unit and the Surveillance Centre.

The SAR Co-ordinating department has a fleet of tug boats, two pilot boats, two Government vessels and can utilize privately owned ships and aircraft on hire basis.

The MRCC based in Nadi, Fiji covers Vanuatu as well as a number of other countries in the region. SAR operation within the coastal waters are normally conducted using local facilities, but for the open seas, assistance is provided from New Caledonia (France).

The Vanuatu waters are well covered by Coast Radio Stations including VHF and HF. The RCC is equipped with HF facilities, telephone, telex and fax.

VIETNAM

The function of the National Committee for Search and Rescue in Vietnam is to make arrangements for the provision and co-ordination of maritime Search and Rescue in Vietnam's SRR. The Committee is empowered to mobilize and use the facilities under the control of the various ministries, local Governments and organizations for search and rescue. It also co-ordinates with countries adjacent to Vietnam to provide SAR services.

Rescue Co-ordination Centres are located at Haiphong (the MRCC of 1st Region), Danang (the MRCC of 2nd Region), Vungtau (the MRCC of 3rd Region) and the Air Traffic Control Centres in Hanoi and Hochiminh City. Besides the above Aeronautical and Maritime SAR agencies, there are the following agencies participating in Maritime Search and Rescue operations:

- the SAR Standing Agency for Fishery activities at sea; and
- the SAR Standing Agency for Oil and Gas activities at sea.

Available SAR resources include aircraft such as AN-2, AN-26, AN-30, King Air and helicopters such as, PUMA, BELL, MI-8 and MI-17; salvage vessels, sea-going tug boats, naval ships as well as off-shore supply vessels.

Vietnam's shore-based facilities are being upgraded with a view to have adequate GMDSS facilities in place by 1 February 1999. The MRCCs in Haiphong, Danang and Vungtau are also being equipped with more than 10 specialized vessels for SAR operations at sea.

ANNEX 4 **SAR TRAINING NEEDS**

	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- ORDINATION	DEVELOP- MENT OF SAR OPERATION PLAN	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICATION NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATE
BRUNEI DARUSSALAM	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
CAMBODIA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CHILE	No	No	No	No	No	No	No	No	Yes	No
CHINA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
COLOMBIA	No	No	No	No	No	No	No	No	Yes	No
ECUADOR	No	No	No	No	No	No	No	No	Yes	No
JAPAN	No	No	No	No	No	No	No	No	Yes	No
MALAYSIA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
MICRONESIA	Yes	Yes	No	No	No	No	No	No	Yes	Yes
PERU	No	No	No	No	No	No	No	No	Yes	No
PHILIPPINES	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
REPUBLIC OF KOREA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
RUSSIAN FEDERATION	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes
SINGAPORE	No	Yes	No	No	No	No	Yes	Yes	No	Yes
THAILAND	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
VIETNAM	Yes	Yes	Yes	No	No	No	No	No	Yes	Yes
HONG KONG	Yes	Yes	Yes *	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MACAO	No	No	No	No	No	No	No	No	No	No

* on a regional level involving different MRCCs

SAR TRAINING NEEDS

	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- ORDINATION	DEVELOP- MENT OF SAR OPERATION PLAN	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICATION NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATE
AUSTRALIA	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
COOK ISLANDS	YES	YES	YES	YES	YES	YES	YES	YES		YES
FIJI	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
FRANCE*	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
INDONESIA	NO	NO	NO	YES	NO	NO	YES	NO	YES	YES
KIRIBATI						ABSENT				
NAURU						ABSENT				
NEW ZEALAND	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
NIUE	YES	YES	YES	YES	YES	YES	YES	YES		YES
SAMOA	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
SOLOMON ISLANDS	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES
TONGA	YES	YES	NO	YES	YES	NO	NO	YES	NO	YES
TUVALU						ABSENT				
VANUATU	YES	YES	NO	YES	YES	YES	YES	YES	NO	YES

* France can offer training for french speaking candidates.

SAR TRAINING NEEDS

	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- ORDINATION	DEVELOP- MENT OF SAR OPERATION PLAN	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICATION NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATE
CANADA *	ALL COURSES AVAILABLE IN ENGLISH AND FRENCH									
COSTA RICA					Absent					
EL SALVADOR					Absent					
GUATEMALA					Absent					
MEXICO	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
NICARAGUA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PANAMA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
UNITED STATES	ALL COURSES AVAILABLE IN ENGLISH									

*

Canada has advanced SAR training facilities available to all nations. Terms and conditions of training would have to be discussed on individual basis.

ANNEX 5**Recommendations by the Chairman of the meeting
on the implementation of NAVTEX in NAVAREA XI**

The meeting took place concurrently with the 1997 Seoul Conference on SAR and the GMDSS.

1 The Government of China should be invited to consider:

- .1 the need to avoid duplication of NAVTEX service in the Strait of Taiwan. It is noted that the transmitter proposed at Fuzhou will commence operating in the latter part of 1997. Effective geographical coverage over a larger area is already available from a transmitter at Keelung. This situation may lead to inefficient use of a limited internationally shared resource and could cause confusion to ships relying on NAVTEX for their essential maritime safety information in accordance with the requirements of the SOLAS Convention; and
- .2 the situation that will arise from mid-1997 onwards when Hong Kong reverts to Chinese rule. The NAVTEX services provided by Guangzhou and Hong Kong should be rationalized and combined.

2 The Government of Viet Nam should be invited to review their plans for a transmitter at Hai Phong in view of the superior coverage offered by the transmitter at Sanya. It will be much cheaper and operationally more efficient for Viet Nam to reach agreement with China to have its maritime safety information broadcast from Sanya. The proposed transmitter at Ho Chi Minh Ville should be retained to provide important coverage of the southern coasts of Viet Nam.

3 The number of transmitters proposed by the Philippines is considered to be more than is necessary, taking account of the movement of international shipping around the coast and the availability of maritime safety information. The Government of the Philippines has established an expert technical group to review the situation in the light of advice provided by the Chairman of the International NAVTEX Co-ordinating Panel. It is recommended that the planned transmitters at Davao and Manila be established, whilst those proposed for Cebu and Puerto Princesa are not necessary in practice and should not be implemented. This would provide an affordable and effective international NAVTEX service for the Philippines. Any national requirements should be considered separately and operated on appropriate alternative frequencies.

4 Finally, it is recommended that no new NAVTEX services should be implemented to provide both English and national language broadcasts on 518 kHz. Administrations wishing to establish national broadcasts in their own language should plan to operate on 490 KHz or 4209.5 KHz commencing in February 1999 or a suitable national frequency. Proposals for such services should be co-ordinated firstly with the NAVAREA XI Co-ordinator and then with the International NAVTEX Co-ordinating Panel.

ANNEX 6

REPORT FROM PANEL 1 (NORTH WESTERN PACIFIC OCEAN SUB-REGION)

The Panel met with Mr U Hallberg (Sweden) acting as rapporteur.

The following countries and Associate Members of IMO participated in the Panel's deliberations:

Brunei Darussalam
Cambodia
China
Japan
Malaysia
Micronesia (Federated States of)
Philippines
Republic of Korea
Russian Federation
Singapore
Thailand
Vietnam

Associate Members

Hong Kong
Macao

- 1 The Panel adopted the following agenda:
 - 1 Review of the progress made in establishing bilateral or multilateral SAR agreements or arrangements including the delimitation of SAR regions(SRR)
 - 2 Regional requirements for HF DSC and co-operation on the implementation of the GMDSS
 - 3 EPIRB and MMSI registers
 - 4 Arrangements for transmitting MSI
 - 5 Identification of required SAR facilities and equipment

Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements including the delimitation of SAR regions (SRRs)

2 The progress made during the Panel's discussions is shown on the chart covering the South China Sea and the Pacific Ocean east of the Philippines. The overlapping in some parts of the South China Sea is not a problem at present, because the existing MRCCs have an excellent co-operation arrangement but, in order to meet the provisions of the SAR Convention, Malaysia will put the issue on the agenda for the next ASEAN Transport Meeting.

In the meantime, the countries involved will continue to strengthen co-operation through joint SAR exercises and exchange of distress alert data.

3 Procedures to support the exchange of data will be developed on a regional basis and submitted to IMO for information. Hong Kong will also bring this matter to the attention of the Joint IMO/ICAO Working Group. For the remaining area the following statement was made:

- .1 The delegations of the Russian Federation, the Republic of Korea, China and the Philippines stated that currently SAR operations are well co-ordinated and in a spirit of co-operation in the sea areas between Japan and the coasts of the Russian Federation, the Republic of Korea, China and the Philippines. These delegations confirmed that distress alerts are distributed appropriately whenever accidents occur in these sea areas.
- .2 The same delegations further stated that detailed discussions on the delimitation of SRRs would take place at the regional meeting on SAR which was scheduled to be held in Tokyo in May 1997. The outcome of the meeting will be reported to COMSAR 3.
- .3 The delegation of the Republic of Korea stated that they would make every effort to ensure that no distress alert is unanswered in their region and also to improve the existing co-ordination of SAR co-operation in the areas concerned. With respect to the Republic of Korea's Maritime SRR, that delegation expressed the view that there was a growing need to establish clearly defined boundaries with neighbouring countries. The Republic of Korea, therefore, stated its intention to continue its effort in this regard to bring about positive results in the near future.

4 The Panel noted that Micronesia, at present part of the US/Honolulu SRR, was in the process of undertaking its own co-ordination. Pending discussions with the United States, a draft Micronesian SRR was delimited on the chart.

5 A general remark was made that other fora should also be used to enhance co-operation and it was observed that bilateral and multilateral discussions had already been initiated between many countries.

Regional requirements for HF DSC and co-operation in the implementation of the GMDSS

6 At the moment, HF DSC communications are provided by Hong Kong, Tokyo, Seoul and Sydney. China, Malaysia the Republic of Korea, and Singapore are planning to establish HF DSC. The Panel was of the opinion that, without co-ordination between the providers of HF DSC communications, even for tropical conditions, there might be too many stations in place.

7 It therefore concluded that there was an obvious need to establish a sort of GMDSS panel for an orderly implementation of HF DSC in the sub-region. Japan offered to undertake the task of establishing such a panel and invited those countries planning to establish HF DSC stations in the region to submit details of their plan to Japan prior to its implementation to facilitate the co-ordination.

EPIRB and MMSI registers

8 EPIRBs and MMSI registers exist at present in China, Hong Kong, Japan, the Republic of Korea and Singapore. Malaysia is planning to establish such a register. The misconception was corrected that the registers had to be connected with a LUT/MCC. The possibility of establishing joint registers with other States, as well as with aeronautical services, was also explained to the participants.

Arrangements for transmitting MSI

9 There was agreement that MSI should be used more often than at present in SAR operations since it is an easy and quick way of alerting ships in the vicinity and passing information. Only Hong Kong, Japan and Singapore have organized co-operation with a Land Earth Station to transmit MSI. They offered to assist other RCCs which wish to transmit information via NAVTEX, Inmarsat and SafetyNET.

Identification of required SAR facilities and equipment

10 With respect to the availability of SAR/GMDSS resources in the region, the following statements were made :

- The Russian Federation has limited resources besides a few ships, aircraft belonging to the navy and ships trading in their SRR.
- Malaysia has some short and long-range aircraft that could be better equipped with dropable/dependable equipment and night-search capabilities. Malaysia would also wish to develop its computer-based search planning.
- Thailand can make use of some aircraft from its Air Force and the Navy .

11 In general, the Panel was of the view that more could be done to organize SAR exercises and for the exchange of information thus making better use of existing specialized SAR facilities in the sub-region.

12 The number of false alerts transmitted was reported to be on the increase throughout the sub-region except in the Russia Federation. Where the source of false transmission is known, all the countries represented reported sending warning letters to either the ship master or the ship owner concerned. China and the Republic of Korea are in the process of developing other legal means to prevent such false alerts.

13 The Panel considered that the best way to reduce the number of false alerts would be to focus on better training of the operators. It was of the opinion that SAR services together with Maritime Authorities, should urge the training institutes to revise their courses and methods especially in the practical handling of GMDSS equipment (particularly during regular maintenance such as painting and cleaning carried out by ship's personnel other than GOC and ROC operators). Reference to Resolution A.814(19) - Guidelines for the avoidance of false distress alerts shall be made on all occasions when dealing with false alerts in the GMDSS.

14 The SAR training needs for the sub-region are reflected in annex 4.

15 The delegation of Singapore informed the Panel that they have the facility for conducting SAR Mission Co-ordinator and General Operator Certificate courses. Scholarships are available for candidates from other countries. Applications should be made through the Ministry of Foreign Affairs in Singapore. This statement was noted by the Panel with appreciation.

APPENDIX**PROVISIONAL DELIMITATION OF SEARCH AND RESCUE REGIONS OF
THE NORTH WESTERN SUB-REGION****BRUNEI DARUSSALAM**

Brunei's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | | | | | |
|----|-----------|------------|----|-----------|---------------------|
| 1) | 04° 57' N | 115° 26' E | 5) | 07° 08' N | 111° 34' E |
| 2) | 05° 13' N | 115° 08' E | 6) | 04° 42' N | 114° 04' E |
| 3) | 05° 15' N | 114° 50' E | 7) | 04° 36' N | 114° 04' E (western |
| 4) | 07° 58' N | 112° 12' E | | | shore line) |

CAMBODIA

Cambodia's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) Thai border
- 2) Lat 10° 00'.0 N Long 102° 15'.0 E
- 3) Lat 09° 30'.0 N Long 103° 45'.0 E
- 4) Vietnam border

Area between PHU QUOC Isl. (Vietnam) and Cambodia coast to be discussed between Cambodia and Vietnam.

HONG KONG*

Hong Kong agreed it would accept responsibility for the sea area to the north and west between the coast and latitude 10° N and longitude 120° E. However this agreement is subject to both the Philippines and Vietnam carrying out SAR activities within their immediate coastal waters.

MALAYSIA

Malaysia's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | | | | |
|----|------------------------------|-----|-----------|------------|
| 1) | Along seaward border between | 6) | 06° 00' N | 94° 25' E |
| | Thailand and Malaysia | 7) | 06° 00' N | 97° 30' E |
| 2) | 06° 30' N 99° 00' E | 8) | 01° 39' N | 102° 10' E |
| 3) | 07° 15' N 98° 00' E | 9) | 01° 13' N | 103° 30' E |
| 4) | 10° 00' N 96° 30' E | 10) | 01° 17' N | 103° 36' E |
| 5) | 10° 00' N 94° 25' E | | | |

* Associate Member

Gulf of Thailand Malacca Strait

- | | | | | | |
|-----|-----------|------------|-----|--|------------|
| 11) | 01° 17' N | 104° 05' E | 16) | 06° 00' N | 106° 00' E |
| 12) | 01° 13' N | 104° 13' E | 17) | 07° 50' N | 103° 03' E |
| 13) | 01° 23' N | 104° 30' E | 18) | The coastal border between Thailand and Malaysia | |
| 14) | 01° 54' N | 105° 05' E | | | |
| 15) | 04° 00' N | 105° 05' E | | | |

South China Sea and Sulu Sea

- | | | | | | |
|-----|--|------------|-----|---|------------|
| 19) | The coastal border between Malaysia and Indonesia (Tg. DATU) | | 27) | 06° 00' N | 118° 55' E |
| 20) | 06° 17' N | 109° 38' E | 28) | 05° 16' N | 119° 35' E |
| 21) | 10° 00' N | 111° 30' E | 29) | 04° 42' N | 119° 00' E |
| 22) | 10° 00' N | 116° 00' E | 30) | 04° 24' N | 119° 00' E |
| 23) | 07° 41' N | 116° 00' E | 31) | 04° 24' N | 120° 00' E |
| 24) | 07° 41' N | 118° 00' E | 32) | 04° 30' N | 120° 00' E |
| 25) | 06° 20' N | 118° 00' E | 33) | 04° 00' N | 118° 00' E |
| 26) | 06° 00' N | 118° 20' E | 34) | The coastal border between Malaysia and Indonesia | |

PHILIPPINES

Philippines' MSRR is within the area bounded by a line connecting the following geographical positions:

- | | | | | | |
|-----|-----------|------------|-----|--------------|---------------|
| 1) | 21° 25' N | 127° 00' E | 11) | 06° 52' N | 117° 58' E |
| 2) | 04° 45' N | 127° 00' E | 12) | 07° 24'45" N | 117° 25'30" E |
| 3) | 04° 45' N | 120° 00' E | 13) | 07° 40' N | 117° 00' E |
| 4) | 04° 23' N | 120° 00' E | 14) | 07° 40' N | 116° 00' E |
| 5) | 04° 23' N | 119° 00' E | 15) | 10° 00' N | 118° 00' E |
| 6) | 04° 42' N | 119° 00' E | 16) | 21° 25' N | 118° 00' E |
| 7) | 05° 16' N | 119° 35' E | 17) | 21° 25' N | 130° 00' E |
| 8) | 06° 00' N | 118° 00' E | 18) | 06° 00' N | 130° 00' E |
| 9) | 06° 00' N | 118° 20' E | 19) | 11° 00' N | 113° 30' E |
| 10) | 06° 17' N | 117° 58' E | | | |

SINGAPORE

Singapore's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | | | | | |
|----|-----------|--|-----|---|------------|
| 1) | 01° 00' N | 108° 54' E | 8) | Thence along the limit of Vietnam and Cambodia territorial waters | |
| 2) | 01° 00' N | 108° 30' E | 9) | 09° 30' N | 104° 00' E |
| 3) | 02° 15' N | 108° 30' E | 10) | 07° 00' N | 103° 00' E |
| 4) | 07° 41' N | 116° 00' E | 11) | 06° 45' N | 102° 40' E |
| 5) | 10° 00' N | 118° 00' E | 12) | 04° 50' N | 103° 44' E |
| 6) | 12° 00' N | 118° 00' E | 13) | 03° 40' N | 103° 40' E |
| 7) | 12° 00' N | The limit of Vietnam territorial waters. | 14) | 02° 36' N | 104° 45' E |

- | | | | | |
|-----|----------------------------------|------------|-----|-------------------------------------|
| 15) | 01° 20' N | 104° 20' E | 21) | Waters within 100 nautical mile |
| 16) | Along the 01° 20' N westwards to | | | radius from the centre of Singapore |
| | meet Singapore Port limits | | 22) | 00° 00' 104° 46' E |
| 17) | Along the Singapore Port limits | | 23) | 00° 00' 105° 10' E |
| | through the Johore Strait | | 24) | 00° 50' S 106° 00' E |
| 18) | 01° 17' N | 103° 36' E | 25) | 00° 00' 108° 00' E |
| 19) | 01° 13' N | 103° 30' E | 26) | 00° 00' 109° 00' E |
| 20) | 01° 39' N | 102° 10' E | 27) | 00° 15' N 109° 00' E |

THAILAND

Thailand's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) The coastal border between Thailand and Cambodia
- 2) 11° 37'.0 N 102° 55'.0 E
- 3) 10° 00'.0 N 102° 15'.0 E
- 4) 09° 30'.0 N 103° 45'.0 E
- 5) 07° 00'.0 N 103° 45'.0 E
- 6) 06° 15'.0 N 102° 15'.0 E
- 7) The coastal border between Thailand and Malaysia (Gulf of Thailand). The overlapping area with neighbouring countries to be defined (fixed) by agreement with countries concerned.

VIETNAM

Vietnam's MSRR is within the area bounded by the following geographical positions:

- 1) 21° 30' N 108° 00' E
- 2) 17° 40' N 108° 00' E
- 3) 17° 40' N 115° 00' E
- 4) 08° 00' N 115° 00' E
- 5) 07° 08' N 111° 35' E
- 6) 06° 17' N 109° 38' E
- 7) 06° 00' N 106° 00' E
- 8) 07° 00' N 103° 45' E
- 9) 10° 30' N 103° 45' E

The overlapping areas with neighbouring countries to be defined (fixed) by agreements with countries concerned.

ANNEX 7

REPORT FROM PANEL 2 (NORTH EASTERN PACIFIC OCEAN SUB-REGION)

The Panel met with Mr. E.O. Agbakoba (IMO) acting as Rapporteur assisted by Mr. M. Woodroffe (RNLI).

The following countries participated in the Panel's deliberations:

Canada
Mexico
Nicaragua
Panama
United States

Review of progress made in establishing bilateral and multilateral SAR agreements or arrangements, including agreements on limits of SAR regions

1 Mexico has a bilateral SAR agreement with the United States dating back to 1935. The agreement was renewed in 1989 and entered into force in 1991. Discussions are ongoing between Canada and Mexico regarding co-operation arrangements for the exchange of SAR information, technology and training.

2 Canada and the United States have entered into agreements covering search and rescue regions, sharing of SAR resources, operational procedures, joint research and development projects and exchange of technical information, visits, training, programme management activities and experts.

3 No agreements or co-operation arrangements currently exist between Panama, Nicaragua and/or Mexico. The Panel agreed that there is a need for such bilateral or multilateral agreements for the improvement of SAR services in the sub-region and urged the countries concerned to consider entering discussions for the purpose of finalizing co-operation agreements or arrangements either bilaterally or multilaterally.

4 In this regard, the Panel reviewed the sample co-operation agreement prepared by the Secretariat as amended by the 1996 Cape Town SAR/GMDSS Conference and recommended it as a useful guide for countries considering establishing SAR co-operation agreements.

Identification of rescue co-ordination centres and their provisional areas of responsibility

5 The Panel reviewed the information contained in annex 2 to SAR.3/Circ.5 with regard to Rescue Co-ordination Centres, contact points and SAR facilities and took note of the amendments thereto provided by the delegation of Canada. Noting that no information has been provided by Panama and Nicaragua, it urged the representatives from the two countries to make such information available to the IMO Secretariat on their return to their countries.

Regional requirements for HF DSC communications

6 The Panel noted that the region is adequately served for HF DSC communications by the three HF stations in Honolulu, San Francisco and Kodiak.

SAR communication networks (including consideration of COSPAS-SARSAT LUTs)

7 The Panel noted that, in general, there is adequate LUT coverage for the area. However, the Panel identified a need for LUT coverage to the immediate south of the region.

Registration of RCCs for the provision of MSI

8 The Panel noted that RCCs in both Canada and the United States have adequate arrangements for providing information for MSI broadcasts. The same is not yet true of the other countries in the region; however, Mexico is making arrangements for providing such information through the appropriate NAVAREA Co-ordinator.

Integration of national SAR plans into a single sub-regional plan

9 Regarding national SAR plans, Canada and the United States have existing national SAR plans. Mexico is forming a national SAR co-ordinating committee to develop a national SAR plan.

10 In considering the title of this agenda item, the Panel was of the opinion that it is actually not the intent to create one sub-regional plan but rather to ensure the efficient interoperability of national SAR plans between States. The objective of this will be to ensure the seamless delivery of SAR services throughout the entire ocean region.

SAR training

11 The Panel identified an urgent need for technical assistance, and in particular, training assistance, at the expert level, in order to enable the countries to continue to build SAR administrations, develop national SAR plans and establish RCCs and effective maritime SAR systems. The Panel urged participating countries to notify the Secretary-General of IMO of their training and technical assistance needs for SAR purposes and invited the Secretary-General to consider how to meet these needs. A matrix showing the training needs and available training facilities for countries in the sub-region is given in annex 4.

False distress alerts

12 The Panel, noting the frequent incidents of false distress alerts in the GMDSS and the pressure they put on the resources of SAR organizations, and the subsequent effect on timely response to genuine emergencies, requested IMO to continue in its present efforts to resolve the situation.

Any other business

13 The Panel noted the importance of accurate beacon registration for timely distress alerting and recommended consideration of the establishment of an international beacon registry available to all RCCs on a 24-hour basis.

APPENDIX

PROVISIONAL DELIMITATION OF SEARCH AND RESCUE REGIONS OF THE NORTH EASTERN SUB-REGION

CANADA

Canada's MSRR is within the area bounded by a line connecting the following geographical positions:

Victoria SRR

1	54° 42' N	130° 36' W,	11	West along the Canada/United States	
2	along the Alaska/Canada border to			border to	
3	69° 39' N	141° 00' W,	12	48° 30' N	124° 45' W,
4	East along the shoreline to the		13	48° 30' N	125° 00' W,
	Yukon/North West Territory border,		14	48° 20' N,	128° 00' W,
5	South along the Yukon/North West		15	48° 20' N	145° 00' W,
	Territory border to		16	54° 40' N	140° 00' W,
6	60° 00' N,		17	54° 40' N	136° 00' W,
7	East along 60° 00' N to		18	54° 00' N	136° 00' W,
8	The British Columbia/Alberta border,		19	54° 13' N	134° 57' W,
9	south along the British		20	54° 39'.45 N	132° 41' W,
	Columbia/Alberta border to		21	54° 42' 5 N	130° 36' 5 W.
10	The Canada/United States border,				

COSTA RICA

Costa Rica's MSRR is within the area bounded by a line connecting the following geographical positions:

1	Boundary with Nicaragua (11° 06'.0 N., 85° 43'.0 W. (approx.))				
2	09° 44'.0 N.,	89° 14'.0 W.			
3	08° 28'.0 N.,	88° 43'.0 W.			
4	Thence along an arc of a circle 200 nautical miles radius centred on				
5	Cocos Island	(05° 32'.0 N., 87° 03'.0 W.) to			
6	03° 01'.0 N.,	84° 48'.0 W.			
7	05° 12'.0 N.,	84° 09'.0 W.			
8	05° 47'.0 N.,	84° 22'.0 W.			
9	07° 25'.0 N.,	82° 55'.0 W.			
10	07° 54'.0 N.,	82° 41'.0 W.			
11	Boundary with Panama (08° 03'.6 W., 82° 54'.0 W. (approx.))				

EL SALVADOR

El Salvador's MSRR is within the area bounded by a line connecting the following geographical positions:

1	Boundary with Guatemala (13° 45'.0 N., 90° 08'.0 W. (approx.))				
2	10° 33'.5 N.,	91° 28'.0 W.			
3	09° 56'.0 N.,	89° 27'.0 W.			
4	13° 12'.0 N.,	87° 36'.8 W.			
5	Boundary with Honduras (13° 25'.5 N., 87° 48'.0 W. (approx.))				

GUATEMALA

Guatemala's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1 Boundary with Mexico (14° 22'.9 N., 92° 22'.2 W. (approx.))
- 2 11° 58'.1 N., 94° 26'.0 W.
- 3 10° 33'.5 N., 91° 28'.0 W.
- 4 Boundary with El Salvador (13° 45'.0 N., 90° 08'.0 W. (approx.))

HONDURAS*

Honduras' MSRR is within the area bounded by a line connecting the following geographical positions:

- 1 Boundary with El Salvador (13° 25'.5 N., 87° 48'.0 W. (approx.))
- 2 13° 12'.0 N., 87° 36'.8 W.
- 3 Boundary with Nicaragua (13° 01'.0 N., 87° 19'.0 W. (approx.))

MEXICO

Mexico's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1 Boundary with Guatemala (14° 22'.9 N., 92° 22'.2 W. (approx.))
- 2 11° 58'.1 N., 94° 26'.0 W.
- 3 (Northern and western limits to be provided)

NICARAGUA

Nicaragua's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1 Boundary with Honduras (13° 01'.0 N., 87° 19'.0 W. (approx.))
- 2 13° 12'.0 N., 87° 36'.8 W.
- 3 09° 56'.0 N., 89° 27'.0 W.
- 4 09° 44'.0 N., 89° 14'.0 W.
- 5 Boundary with Costa Rica (11° 06'.0 N., 85° 43'.0 W. (approx.))

UNITED STATES

United States' MSRR is within the area bounded by a line connecting the following geographical positions:

RCC ALAMEDA (formerly RCC Long Beach)

- 1) California - Oregon State line
- 2) 40° 00' N 150° 00' W
- 3) 05° 00' S 110° 00' W
- 4) then northeast to border between Guatemala and Mexico on the Pacific Coast
(14° 38' N 092° 19' W)

* Honduras did not attend the 1997 Seoul Conference

RCC SEATTLE

- 1) California - Oregon State line
- 2) 40° 00' N 150° 00' W
- 3) 48° 20' N 145° 00' W
- 4) then East to the United States coast

RCC JUNEAU

- 1) Canadian coast at 54° 40' N thence west to
- 2) 54° 40' N 140° 00' W
- 3) 40° 00' N 150° 00' W
- 4) 40° 00' N 165° 00' E
- 5) 52° 30' N 165° 00' W.

RCC HONOLULU

- | | | | | | |
|----|-----------|------------|-----|-----------|------------|
| 1) | 40° 00' N | 165° 00' W | 9) | 03° 30' N | 141° 00' E |
| 2) | 40° 00' N | 150° 00' W | 10) | 03° 30' N | 132° 00' E |
| 3) | 05° 00' S | 110° 00' W | 11) | 06° 00' N | 132° 00' E |
| 4) | 05° 00' S | 180° 00' W | 12) | 06° 00' N | 130° 00' E |
| 5) | 03° 30' N | 180° 00' W | 13) | 21° 00' N | 130° 00' E |
| 6) | 03° 30' N | 160° 00' E | 14) | 21° 00' N | 155° 00' E |
| 7) | 00° 00' N | 160° 00' E | 15) | 27° 00' N | 155° 00' E |
| 8) | 00° 00' N | 141° 00' E | 16) | 27° 00' N | 165° 00' E |

then due north back to origin. (The eastern section continues to have the overlap in responsibility with Japan's SRR.)

With regard to the area currently covered by SRR Alameda and the additional area bounded by the approximate co-ordinates 05° 00' S 110° 00' W, 128° 00' N 85° 00' W, 05° 00' S 95° 00' W, 02° 55' N 85° 00' W, 01° 28' W 95° 00' W, and the line following the 200 mile EEZ of Costa Rica, Nicaragua, El Salvador, Guatemala to a point 11° 45' N 95° 00' W, Mexico and the United States of America will enter into discussions to examine the possibility of delimiting between the two countries the SRR responsibility in the Pacific Central American area. Until such an agreement is in place the United States of America agrees to continue to accept responsibility for SRR Alameda including the above additional specific areas.

ANNEX 8

REPORT FROM PANEL 3 (SOUTH EASTERN PACIFIC OCEAN SUB-REGION)

The Panel met with Mr. Dan Lemon (United States) acting as Rapporteur.

The following States participated in the Panel's deliberations:

Chile
Colombia
Ecuador
Peru

Review of progress made in establishing bilateral or multilateral agreements

1 Although the South Eastern Pacific States do not presently have bilateral or multilateral SAR agreements among themselves, they do enjoy excellent co-operation in maritime matters. This is exemplified by an association (ROCRAM) of the maritime authorities of Mexico, Cuba, Panama and other Latin American States.

Regional requirements for HF DSC communications

2 In 1998, Chile will have six HF DSC stations operational, and Peru will have three. The Conference noted that too many HF DSC stations with similar coverage areas could lead to uncertainty of which station to acknowledge a distress alert, and a high number of acknowledgements to a distress alert could cause increased confusion.

Status of other GMDSS facilities

3 Peru has two VHF DSC and two MF DSC stations operational, and twelve VHF DSC and one MF DSC stations will be operational in 1998. Chile has 49 VHF DSC and 35 MF DSC stations, all of which will be operational in 1998. Ecuador has one operational VHF DSC station and eight planned. Cospas-Sarsat MCC and LUT services are adequate throughout the South East Pacific. The area is served by CES Southbury for Inmarsat communications, and Chile and Peru have arranged for SafetyNET broadcasts. NAVTEX coverage is continuous along the entire Western South American coast and around Easter Island.

Status of SAR facilities

4 Designated and available SAR facilities are considered to be generally adequate for the South East Pacific. Naval vessels, commercial vessels, fixed-wing aircraft and helicopters (shore-based and aboard vessels) are available throughout all SRRs. Diving teams are available via the naval services of the States. Systems are in place which help monitor the positions of many commercial vessels, as information from these systems is often helpful in responding to distress situations.

Measures to reduce false alerts

5 Public education and EPIRB registration procedures are the primary means used to reduce false alerts. Classroom and simulator training is conducted for all naval and merchant marine officers to ensure competence in operating communications equipment.

SAR training

6 All naval and merchant marine officers of the South Eastern Pacific States receive basic training on the IMO SAR and MERSAR Manuals. Personnel who will be assigned to RCCs receive additional advanced SAR training. The performance of some RCCs could be improved with additional English language training for personnel, but training is otherwise considered to be at an acceptable level.

Status of registration databases for SAR

7 The status of registration databases for SAR is shown in the following table:

O = Operational P = Planned

	Cospas-Sarsat	Other GMDSS
Chile	O	P
Colombia	P	P
Ecuador	P	P
Peru	O	P

RECOMMENDATIONS:

8 The Panel recommended that:

IMO communications equipment performance standards be amended to include specific design requirements for equipment controls for standardization among the available models to reduce human error in the use of the equipment. Controls on equipment used by personnel during training or aboard one vessel is often different from other equipment subsequently used, which results in increased false alerts and additional necessary familiarization. Consistent arrangement of controls would also help alleviate the problem of labels often not being in the first language of the users; whenever voice communications in English are used between RCCs and English is not the first language of either RCC, the information should be immediately confirmed by fax or other written means.

APPENDIX**PROVISIONAL DELIMITATION OF SEARCH AND RESCUE REGIONS OF
THE SOUTH EASTERN SUB-REGION****CHILE**

Chile's MSRR is within the area bounded by a line connecting the following geographical positions:

MRCC Iquique (First District)

- 1) Westward from the coast along 18° 20' 49" S
- 2) 18° 20' 49" S; 120° 00' W
- 3) 26° 00' S; 120° 00' W
- 4) Eastward to the coast along 26° 00' S

MRCC Valparaiso (Second District)

- 1) Westward from the coast along 26° 00' S
- 2) 26° 00' S; 120° 00' W
- 3) 30° 00' S; 120° 00' W
- 4) 30° 00' S; 131° 00' W
- 5) 34° 09' S; 131° 00' W
- 6) Eastward to the coast along 34° 09' S

MRCC Talcahuano (Third District)

- 1) Westward from the coast along 34° 09' S
- 2) 34° 09' S; 131° 00' W
- 3) 38° 23' S; 131° 00' W
- 4) Eastward to the coast along 38° 23' S

MRCC Puerto Montt (Fourth District)

- 1) Westward from the coast along 38° - 23' S
- 2) 38° 23' S; 131° 00' W
- 3) 46° 00' S; 131° 00' W
- 4) Eastward to the coast along 46° 00' S

MRCC Punta Arenas (Fifth District)

[Co-ordinate points to be provided to the IMO Secretariat by Chile]

COLOMBIA

Colombia's MSRR is within the area bounded by a line connecting the following geographical positions:

MRCC Buenaventura

- 1) 7° 12' 39.3, N; 77° 53' 20.9 W
- 2) 6° 44' 00" N; 78° 18' 00" W
- 3) 6° 28' 00" N; 78° 47' 00" W
- 4) 6° 16' 00" N; 79° 03' 00" W
- 5) 6° 00' 00" N; 79° 14' 00" W
- 6) 6° 00' 00" N; 79° 52' 00" W
- 7) 5° 00' 00" N; 84° 19' 00" W
- 8) 3° 32' 00" N; 84° 19' 00" W
- 9) 3° 03' 00" N; 84° 46' 00" W
- 10) 1° 28' 42" N; 84° 46' 00" W

ECUADOR

[Ecuador will provide to the IMO Secretariat the co-ordinate point [A] below]

MRCC Guayaquil

- 1) Westward from the coast along 1° 28' 42" N
- 2) 1° 28' 42" N; [A]
- 3) 3° 23' 36.4" S; [A]
- 4) Eastward to the coast along 3° 23' 36.4" S

PERU

[Peru to provide to the IMO Secretariat the co-ordinate points A and B below]

MRCC Paita

- 1) Westward from the coast along 3° 24' S
- 2) 3° 24' S; 120° 00' W
- 3) [A]; 120° 00' W
- 4) Eastward to the coast along [A]

MRCC Callao

- 1) Westward from the coast along [A]
- 2) [A]; 120° 00' W
- 3) [B]; 120° 00' W
- 4) Eastward to the coast along [B]

MRCC Mollendo

- 1) Westward from the coast along [B]
- 2) [B]; 120° - 00' W
- 3) 18° 20' 49" S; 120° 00' W
- 4) Eastward to the coast along 18° 20' 49" S

ANNEX 9**REPORT FROM PANEL 4 (SOUTH WESTERN PACIFIC OCEAN SUB-REGION)**

The Panel met with Captain J. Panopoulos (Greece) acting as Rapporteur.

The following countries participated in the Panel's deliberations:

Australia
Cook Islands
Fiji
France
Indonesia
New Zealand
Niue
Samoa
Solomon Islands
Tonga
Vanuatu

Identification of RCCs and their provisional areas of responsibility

1 The Southwest Pacific Ocean sub-region countries present at the Conference considered the Search and Rescue Regions (SRRs) developed by the 1986 Tokyo Conference and Study Tour on Maritime Search and Rescue (Annex 5 of SAR.2/Circ.5) with a view to confirming or adjusting, where necessary, the national SRRs.

2 The Panel noted that SAR.2/Circ.5 reflected accurately the necessary information. It also noted that updated information was provided during the plenary presentation.

3 Following consultations, adjustments were made to search and rescue regions agreed at the Tokyo Conference, taking into account the ICAO SRRs. The adjustments eliminated the overlap between New Zealand and New Caledonia SRRs, which had resulted from the Tokyo Conference. The overlap between the New Caledonia and Australia SRRs was not eliminated; however, this was not considered to be disadvantageous to maritime safety.

4 Vanuatu is now located in the SRR New Caledonia (instead of SRR Nandi) and Wallis and Futuna (France) located in the SRR Nandi (Fiji) have been added to the list.

Regional requirements for HF/DSC communications

5 The Panel noted that the existing and planned HF/DSC stations in the South Pacific Ocean sub-region would provide sufficient coverage.

Arrangements for the provision and co-ordination of SAR services, including bilateral agreements for co-operation between States

6 It was noted that there are already in place agreements for co-operation, as follows:

Australia with Indonesia, Indonesia with United States (Honolulu), Indonesia with Papua New Guinea, New Zealand with Fiji, Fiji with the United States (Honolulu) and France. Australia is progressing or intending to reach agreement with New Zealand, Papua New Guinea and New Caledonia. New Zealand is progressing agreement with France and Solomon Islands intend to reach

agreement with Australia, Fiji and France. Similar action is intended to be taken by other countries in the region.

SAR communication networks (including COSPAS-SARSAT)

7 Countries in the region have already established GMDSS shore based facilities or are planning to do so with a view to providing adequate coverage of the area. The alert distribution network is satisfactory and utilizes landline communication links with CRSs or CESs and in addition AFTN.

Registration of RCCs for the provision of MSI

8 Only MRCCs Australia and New Zealand have been registered as SAR MSI providers. The Panel agreed that for those countries which do not provide NAVTEX service, the capability or arrangements to broadcast SAR information through the Inmarsat SafetyNET system is important and should be pursued.

9 Another area considered by the Panel to require priority action is the maintenance and updating of databases for the registration of EPIRBs or access to such databases and the designation of 24-hour SPOCs or SDPs for MMSI ships' identifications.

Identification of required SAR facilities

10 SAR.2/Circ.5 contains information on the declared available resources. The extensive MSRRs make it more difficult to ensure coverage with dedicated SAR units. Therefore, the Panel acknowledged the need for close co-operation to pool resources.

11 As the majority of distress incidents is related to non-SOLAS ships, the Panel considered it appropriate for the Conference to encourage Administrations to ensure the fitting of satellite EPIRBs and other GMDSS equipment on board non-SOLAS ships, fishing vessels and small craft.

Identification of SAR training requirements

12 Countries in the region considered the various aspects of SAR training and identified their needs as given in annex 4.

Reducing false distress alerts

13 The problem of the high incident of false alerts continues to be of major concern. It was noted that IMO is addressing the issue, in particular with respect to 406 MHZ EPIRBs.

14 It was suggested that false alerts from Inmarsat-C terminals and 406 EPIRBs are attributable primarily to design faults, which are being rectified. Australia reported high percentage of false HF DSC alerts, due to repeated relays of such alerts. The Panel agreed that action to reduce the alerts should continue in IMO and ITU, as it appears that for the 121,5 MHZ frequency they may be caused by interferences and not activation.

Recommendations

15 The Panel recommends that:

- .1 following the identification of training needs, follow-up action should be taken both at national level and within IMO to respond as appropriate;

- .2 action should be taken to enhance, as practicable and appropriate, the GMDSS infrastructure in the region;
- .3 countries in the region should be encouraged to ensure that information on the registered GMDSS equipment is provided upon request; and
- .4 further action should be taken to eliminate false alerts.

APPENDIX

PROVISIONAL DELIMITATION OF SEARCH AND RESCUE REGIONS OF THE SOUTH WESTERN SUB-REGION

AUSTRALIA

Australia's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | | | |
|-----|---|-----|--|
| 1) | Coast of Antarctica at the meridian of 163° 00' E | 9) | 9° 50' S, 141° 00' E |
| 2) | 17° 40' S, 163° 00' E | 10) | 9° 50' S, 139° 40' E |
| 3) | 14° 00' S, 161° 15' E | 11) | 7° 00' S, 135° 00' E |
| 4) | 14° 00' S, 160° 00' E | 12) | 9° 20' S, 126° 50' E |
| 5) | 14° 00' S, 155° 00' E | 13) | 12° 00' S, 123° 20' E |
| 6) | 12° 00' S, 155° 00' E | 14) | 12° 00' S, 107° 00' E |
| 7) | 12° 00' S, 144° 00' E (see note) | 15) | 2° 00' S, 92° 00' E |
| 7A) | 9° 24' S, 144° 13' E | 16) | 2° 00' S, 78° 40' E |
| 7B) | 9° 08' S, 143° 53' E | 17) | 6° 00' S, 75° 00' E |
| 8) | 9° 37' S, 141° 02' E | 18) | Coast of Antarctica at the meridian of 75° 00' E |

Note: Between positions (7) and (8) the boundary of MSRR Australia follows the territorial boundary. As the territorial boundary in this area cannot be readily defined by co-ordinates, positions 7A and 7B may be used for AUSREP purposes.

COOK ISLANDS

Cook Islands are situated in the MSRRs "New Zealand" and "Honolulu" (United States).

INDONESIA

Indonesia's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | | |
|-----|---|------------|
| 1) | The coastal border between Malaysia and Indonesia (Tg.DATU) | |
| 2) | 06° 17' N | 109° 33' E |
| 3) | 06° 00' N | 106° 00' E |
| 4) | 04° 00' N | 105° 05' E |
| 5) | 01° 54' N | 105° 05' E |
| 6) | 01° 23' N | 104° 30' E |
| 7) | 01° 13' N | 104° 13' E |
| 8) | 01° 17' N | 104° 05' E |
| 9) | 01° 17' N | 103° 36' E |
| 10) | 01° 13' N | 103° 30' E |
| 11) | 01° 39' N | 102° 10' E |
| 12) | 06° 00' N | 97° 30' E |
| 13) | 06° 00' N | 92° 00' E |
| 14) | 02° 00' S | 92° 00' E |
| 15) | 12° 00' S | 107° 00' E |
| 16) | 12° 00' S | 107° 00' E |

- 17) 09° 20' S 126° 50' E
- 18) 07° 00' S 135° 00' E
- 19) 09° 50' S 138° 40' E
- 20) 09° 50' S 141° 00' E
- 21) The coastal border between Indonesia and Papua New Guinea (Torres Strait)
- 22) The coaster border between Indonesia and Papua New Guinea (Pacific)
- 23) 03° 30' N 141° 00' E
- 24) 03° 30' N 132° 00' E
- 25) 06° 00' N 132° 00' E
- 26) 06° 00' N 130° 00' E
- 27) 04° 24' N 120° 00' E
- 28) 04° 00' N 120° 00' E
- 29) 04° 00' N 118° 00' E
- 30) The coastal border between Indonesia and Malaysia

KIRIBATI*

Kiribati is situated in the MSRR "Nandi (Fiji)".

MICRONESIA SRR

Micronesia's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) 00° 00', 166° 00' E
- 2) 06° 00' N, 166° 00' E
- 3) 11° 35' N, 157° 00' E
- 4) 11° 35' N, 137° 00' E
- 5) 07° 00' N, 137° 00' E
- 6) 07° 00' N, 142° 30' E
- 7) 00° 00' N, 145° 00' E

NANDI (Fiji)

Nandi's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | |
|--------------------------|---------------------------|
| 1) 05° 00' S, 160° 00' W | 7) 21° 00' S, 174° 00' E |
| 2) 13° 50' S, 169° 04' W | 8) 12° 30' S, 171° 10' E |
| 3) 15° 52' S, 170° 00' W | 9) 10° 00' S, 170° 00' E |
| 4) 18° 35' S, 169° 00' W | 10) 03° 30' N, 170° 00' E |
| 5) 25° 00' S, 174° 00' W | 11) 03° 30' N, 180° 00' |
| 6) 25° 00' S, 174° 00' E | 12) 05° 00' S, 180° 00' |

* Kiribati did not attend the 1997 Seoul Conference

NAURU*

Nauru's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) 04° 50' S, 160° 00' E
- 2) 03° 30' N, 160° 00' E
- 3) 10° 00' S, 170° 00' E
- 4) 03° 30' N, 170° 00' E

NEW CALEDONIA (France)

New Caledonia's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) 14° 00' S, 157° 00' E
- 2) 14° 00' S, 163° 00' E
- 3) 12° 30' S, 165° 10' E
- 4) 12° 30' S, 171° 10' E
- 5) 21° 00' S, 174° 00' E
- 6) 26° 00' S, 174° 00' E
- 7) 26° 00' S, 157° 00' E

NEW ZEALAND

- 1 New Zealand's MSRR is within the area bounded on the west by meridian 163° 00' E, on the east by meridian 131° 00' W and extending south to the South Pole and on the north by a line joining:
 - 2) 26° 00' S, 163° 00' E
 - 3) 26° 00' S, 174° 00' E
 - 4) 25° 00' S, 174° 00' E
 - 5) 25° 00' S, 175° 30' E
 - 6) 18° 35' S, 169° 00' W
 - 7) 15° 52' S, 170° 00' W

Thence north-east via the PAGO PAGO TMA boundary to:

- 8) 13° 50' S, 169° 04' W
- 9) 05° 00' S, 157° 00' W
- 10) 30° 00' S, 131° 00' W
- 11) 05° 00' S, 160° 00' W
- 12) 30° 00' S, 157° 00' W

* Nauru did not attend the 1997 Seoul Conference.
This area is that of ARCC Nauru and is subject to acceptance by Nauru as an MRCC.

NIUE

Niue is situated in the MSRR Nandi (Fiji)

PAPUA NEW GUINEA*

Papua New Guinea's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) 00° 00' , 160° 00' E
- 2) 04° 50' S, 160° 00' E
- 3) 04° 50' S, 159° 00' E
- 4) 07° 25' S, 155° 00' E
- 5) 12° 00' S, 155° 00' E
- 6) 12° 00' S, 144° 00' E
- 7) 09° 24' S, 144° 00' E
- 8) 09° 08' S, 143° 53' E
- 9) 09° 37' S, 141° 02' E
- 10) 00° 00' S, 141° 00' E

FRENCH POLYNESIA

French Polynesia's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) 05° 00' S, 157° 00' E
- 2) 05° 00' S, 120° 00' E
- 3) 30° 00' S, 120° 00' E
- 4) 30° 00' S, 157° 00' E

WESTERN SAMOA

Western SAMoa is situated in the MSRR Nandi (Fiji).

SOLOMON ISLANDS (Honiara)

Solomon Islands' MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) 04° 50' S, 160° 00' E
- 2) 10° 00' S, 170° 00' E
- 3) 12° 30' S, 171° 10' E
- 4) 12° 30' S, 165° 20' E
- 5) 14° 00' S, 163° 10' E
- 6) 14° 00' S, 155° 00' E
- 7) 07° 25' S, 155° 00' E
- 8) 04° 50' S, 159° 00' E

*Papua New Guinea did not attend the 1997 Seoul Conference.

TONGA

Tonga is situated in the MSRR Nandi (Fiji).

TUVALU*

Tuvalu is situated in the MSRR Nandi (Fiji).

VANUATU

Vanuatu is situated in the MSRR Nandi (Fiji).

WALLIS and FUTUNA (France)

Wallis and Futuna is situated in the MSRR Nandi (Fiji).

*Tuvalu did not attend the 1997 Seoul Conference.

ANNEX 10**REPORT OF THE CO-ORDINATOR OF THE FOUR PANELS**

The main task of the co-ordinator was to make sure that the outer limites of the SRRs agreed in each of the four Panels match in such a manner that there is no gap or overlap between the provisional SAR plans for the four sub-regions. The same was also done for the limits between the Indian Ocean and the Pacific Ocean and between the Pacific Ocean and the Atlantic Ocean.

The co-ordinator reported positively to the Plenary on the above objectives. The Conference was informed by rapporteurs that as a result of the work of the panels there is now no gap in the SRRs in the Pacific Ocean. The United States and Mexico will enter into discussions to consider the possibility of delimitating between the two countries for SAR responsibilities the area in the North Eastern Pacific Ocean currently covered by SRR Alameda and the additional area bounded by the approximate

co-ordinates 5° 00 S 110° 00 W, 128° 00 N 85° 00 W, 05° 00 S 95° 00 W, 02° 55 N 85° 00 W, 01° 28 N 95° 00 W and the line follow the 200 mile EEZ of Costa Rica, Nicaragua, El Salvador, Guatemala to a point 11° 45 N 95° 00 W. Until such an agreement is in place, the United States agreed to continue to accept responsibility for SRR Alameda including the above additional areas. Some areas are presently covered by two countries and those overlaps will be discussed on bilateral or multilateral basis in due course. Given the above situation, the aim of the Conference has been met since no seafarer in distress in the Pacific Ocean will be abandon without any assistance. This achievement was made possible by the very positive efforts of all the participants who deserve to be congratulated for their achievements.

ANNEX 11

**RESOLUTIONS ADOPTED BY THE SEOUL CONFERENCE
ON MARITIME SEARCH AND RESCUE AND
THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM**

Resolution No. 1

**ADOPTION OF THE PROVISIONAL MARITIME SEARCH
AND RESCUE PLAN FOR THE PACIFIC OCEAN**

AND

**ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL
CONVENTION ON MARITIME SEARCH AND RESCUE, 1979**

The 1997 Seoul Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979 to develop and promote search and rescue activities by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue region to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area concerned,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto which provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States,

HAVING CONSIDERED the provisional maritime search and rescue plan prepared by the Conference which aims at:

- integrating into one the provisional SAR plans that have already been agreed for maritime SAR areas into which the Pacific Ocean has been divided, thus maximizing co-ordination and cost efficiency of SAR operations; and
- providing coverage for areas in the Pacific Ocean identified as lacking the necessary arrangements for SAR purposes,

- 1 **ADOPTS** the Provisional Maritime Search and Rescue Plan for the Pacific Ocean region annexed hereto;
- 2 **EXPRESSES** deep appreciation to those States which have accepted to expand their areas of SAR responsibility thus contributing substantially to the provisional SAR plan prepared covering the Pacific Ocean in its entirety;
- 3 **INVITES** all coastal States in the region:
 - (a) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments needed to augment the said Plan, as necessary and to keep the information contained therein up-to-date;
 - (b) to consider ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979 at the earliest possible time if they are not yet party to that Convention;
- 4 **INVITES** the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the region inviting, in particular, those which did not attend the Conference to either approve and accept the delimitations recommended by the Conference for SAR purposes or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments thus agreed to the Secretary-General.

ANNEX TO RESOLUTION 1

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN FOR THE PACIFIC OCEAN

INTRODUCTION

The Provisional Maritime Search and Rescue Plan for the Pacific Ocean area was prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Seoul Conference on Maritime Search and Rescue and the GMDSS in April 1997 and is subject to adoption by the States concerned.

The Plan consists of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations fitted at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated Inmarsat Coast Earth Stations (CES);
 - .2.5 Associated COSPAS-SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility of countries in the region which did not attend the Conference and, without prejudice to the rights of those States, accepted the provisional areas of responsibility of neighbouring States. The Conference invited the countries concerned to either approve and accept the limits recommended by the Conference or to seek bilateral agreement on changes with their neighbouring States and to submit any amendments so agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IMOSAR and MERSAR Manuals.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area in a search and rescue region.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Ultra-long-range aircraft (ULR). Aircraft with a radius of action of 1500 n.m. or more plus 2.5 hours search time remaining.

Mission control centre (MCC). A ground station responsible for collecting, storing and sorting out data from LUTs and other MCCs, and for providing such data to SAR networks.

Very-long-range aircraft (VLR). Aircraft with a radius of action of more than 1,000 n.m. plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. plus ½ hours search time remaining.

Heavy helicopter (HEL-H). Helicopter with radius of action for rescue purposes of more than 200 n.m. and capacity for evacuating more than 15 persons and an endurance of more than 3.5 hours.

Medium helicopter (HEL-M). Helicopter with radius of action for rescue purposes of 100 to 200 n. m. and capacity for evacuating up to 15 persons with an endurance of up to 3.5 hours.

Light helicopter (HEL-L). Helicopter with radius of action for rescue purposes of up to 100 n.m. and the maximum capacity for evacuating 3 persons and an endurance of up to 2 hours.

Rescue vessel (RV^{*}). Long range seagoing craft.

Rescue boat (RB^{*}). Short range coastal/river craft.

Coast earth station (CES). An Inmarsat communication station on the surface of the earth.

^{*}Speed should be inserted, e.g. "RV(10)" or "RB(10)"

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue system*
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
CRS	Coast radio station
ULR	Ultra-long-range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IMO	International Maritime Organization
Inmarsat	International Mobile Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MERSAR	Merchant ship search and rescue manual
MRCC	Maritime rescue co-ordination centre
MRG	Medium-range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
nm	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short-range aircraft
SRR	Search and rescue region
SSB	Single-side band
UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long-range aircraft
MSRR	Maritime search and rescue region

*When indicated it means that ship position information is available from the system

Resolution No. 2

**ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF
SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES**

The 1997 Seoul Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979, which provides that Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States bordering the Pacific Ocean,

TAKING INTO ACCOUNT the willingness expressed during the Conference by many participating countries to do so,

1 **URGES** coastal States in the Pacific Ocean region:

- (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue (SAR), 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations; and
- (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States of the Organization and Parties to the 1979 SAR Convention;

2 **INVITES** the attention of those States considering establishing such agreements or arrangements to the format of the example agreement annexed hereto.

ANNEX TO RESOLUTION 2**EXAMPLE OF A FORMAT FOR AN AGREEMENT ON CO-OPERATION
REGARDING SEARCH AND RESCUE SERVICES BETWEEN
NEIGHBOURING STATES**

Note: Due to varying SAR organizations and circumstances among states, it is understood that this example agreement may need to be adapted to be suitable for specific situations.

1 Application

This Agreement applies to the co-operation between Administration 'A' and Administration 'B' in respect of search and rescue services within the sea area.....

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Request for assistance or participation of the search and rescue organizations of the other Party shall be made from Party 'A' by the Rescue Co-ordination Centre 'X' (RCC 'X') to Rescue Co-ordination Centre 'Y' (RCC 'Y') and by Party 'B' by the Rescue Co-ordination Centre 'Y' (RCC 'Y') to Rescue Co-ordination Centre 'X' (RCC 'X').

4 Co-ordination

Search and rescue operations within the Administration 'A's' search and rescue region (SRR) shall be co-ordinated by the appropriate Administration 'A's' rescue co-ordination centre (RCC) and search and rescue operations within the Administration 'B' SRR by the appropriate Administration 'B's' rescue co-ordination centre (RCC), if not agreed otherwise at the time of the distress incident.

Should the situation so require, RCCs may agree on other forms of co-operation or distribution of responsibility and work. The line separating the SRRs of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

Whenever an RCC receives a distress alert from a position outside its own SRR, that RCC shall be responsible for co-ordinating the search and rescue response until another RCC in a better position to respond assumes co-ordination responsibility.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. Suitable arrangements for admission under the provisions of this Agreement shall be made with the RCC of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall, alternately, arrange a maritime search and rescue exercise [each year] based on simulated incidents so as to train the search and rescue organizations of the Parties in working together and with the aeronautical rescue organizations if separate.

8 Meetings of representatives

Representatives of the authorities responsible for the search and rescue organizations of the Parties shall meet as necessary and at least [once a year] to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of search and rescue services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language used primarily shall be

10 Operation costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendment

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This agreement is established in a single copy in and languages, both texts being equally authoritative.

Resolution No. 3**TECHNICAL ASSISTANCE FOR SEARCH AND RESCUE FACILITIES**

The 1997 Seoul Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

HAVING ADOPTED the Provisional Maritime Search and Rescue Plan for the Pacific Ocean region set out in the Annex to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime search and rescue and radio communication services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

TAKING INTO ACCOUNT that some coastal States of the region do not yet possess all appropriate search and rescue radiocommunication facilities and that their search and rescue personnel are in urgent need of relevant training,

BEING CONVINCED that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and Rescue Plan in the region referred to above,

1 **INVITES** Member Governments to make available their national maritime SAR training facilities for the training of search and rescue personnel of States in the region and to sponsor fellowships for such training in consultation with the International Maritime Organization;

2 **INVITES** the Secretary-General of the International Maritime Organization:

- (a) to seek ways and means for securing the necessary funds to assist States which request technical assistance for the provision of search and rescue and radiocommunication equipment, facilities and training;
- (b) to bring this resolution to the attention of all IMO Member Governments.

Resolution No. 4

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

The 1997 Seoul Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING resolution 6 of the International Conference on Maritime Search and Rescue, 1979, which invites the International Maritime Organization to develop a global maritime distress and safety system that includes telecommunication provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that the International Maritime Organization has developed and adopted a global maritime distress and safety system, which entered into force on 1 February 1992 and uses Inmarsat and COSPAS-SARSAT satellite systems, as well as digital selective calling, direct-printing and radiotelephony on terrestrial MF, HF and VHF frequencies for distress and safety communications including those for search and rescue,

NOTING FURTHER that the World Administrative Radio Conference for Mobile Telecommunications, 1987 adopted amendments to the Radio Regulations and that the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 in 1988 adopted amendments to the International Convention for the Safety of Life at Sea, 1974 to introduce the global maritime distress and safety system,

CONSIDERING the need to provide shore-based facilities to introduce the system in the Pacific Ocean region,

BEING CONCERNED over the high number of false distress alert incidents which undermine the credibility of the GMDSS and unnecessarily overstress the SAR organizations,

1 **URGES** all coastal States in the region to take account of the global maritime distress and safety system in any national plans to improve maritime radiocommunications or their search and rescue organization and to communicate details of their plans to the International Maritime Organization;

2 **INVITES** the Maritime Safety Committee of IMO to:

- (a) consider how to develop a single registration database for GMDSS equipment users which rescue co-ordination centres may readily access to support search and rescue operations;
- (b) consider further appropriate measures to eliminate false distress alerts;
- (c) encourage States operating MRCCs associated with Inmarsat coast earth stations to ensure that suitable arrangements are in place to relay Inmarsat distress alerts to all responsible MRCCs within the service area of the respective coast earth stations;
- (d) invite Inmarsat to help to ensure that all responsible MRCCs with associated search and rescue regions have the specific information they may need to contact ships and other craft via Inmarsat; and

- (e) recommend that providers of GMDSS services develop the capacity to distribute alert data as directly as practicable to responsible RCCs and to decode alert messages prior to delivery to the search and rescue system when this can be done without introducing delays in delivery of the alert.

3 **ALSO INVITES** the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the Pacific Ocean region.

Resolution No. 5

EXPRESSIONS OF APPRECIATION

The 1997 Seoul Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

- NOTING:**
- the generous provision of financial support by the Governments of Australia, Canada, Japan, the Netherlands, New Zealand, Norway, the Republic of Korea, the United Kingdom, the United States and Hong Kong, the Commission of the European Communities and the International Confederation of Free Trade Unions;
 - the excellent organizational arrangements for the Conference made by the host State and the International Maritime Organization; and
 - the high quality of the lectures delivered during the Conference and the invaluable contribution to its success made by the officers elected to serve the Conference,

1 **EXPRESSES** deep appreciation to the Government and people of the Republic of Korea for the welcome extended and kindness shown to all participants and for their generous hospitality and overall contribution to the success of the Conference;

2 **EXPRESSES ALSO** deep appreciation to the Governments of Australia, Canada, Japan, the Netherlands, New Zealand, Norway, the Republic of Korea, the United Kingdom, the United States and Hong Kong, the Commission of the European Communities and the International Confederation of Free Trade Unions for financially supporting the Conference;

3 **CONVEYS** its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly successful Conference;

4 **EXTENDS** its sincere thanks to:

- the President, Vice Presidents and other officials of the Conference for their leadership and general support,
- the lecturers and Chairmen of the various sessions of the Conference for preparing and delivering excellent and very instructive lectures on their topics; and to their Governments and international organizations for making them available, and
- the rapporteurs and co-ordinator for their contribution to the success of the Conference;

5 **EXTENDS ALSO** its sincere thanks to the UNDP Resident Representatives in the Pacific Ocean region for the assistance extended to participants;

6 **REQUESTS** the IMO Secretariat to convey these expressions of appreciation to all appropriate authorities and inform IMO's Maritime Safety Committee, ICAO, ITU, WMO, IHO, Inmarsat, COSPAS-SARSAT and other international organizations of the outcome of the Conference.

IX. INDIAN OCEAN

REPORT ON THE INDIAN OCEAN CONFERENCE ON MARITIME SEARCH AND RESCUE AND THE GMDSS

Fremantle, Australia, 21 to 25 September 1998

GENERAL

Introduction

1 In pursuance of its responsibility as the depositary of the International Convention on Maritime Search and Rescue, 1979, the International Maritime Organization (IMO) convened a Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS) for Indian Ocean countries, in Fremantle, Australia, from 21 to 25 September 1998.

2 The Conference was organized in co-operation with the Government of Australia and with financial support provided by the Governments of Australia, Canada, the Netherlands, Norway, the United Kingdom and the United States, the International Mobile Satellite Organization (Inmarsat) and the International Transport Workers' Federation.

3 Twenty-three countries bordering the Indian Ocean were invited and twenty participated. The list of participants, observers and lecturers is contained in annex 1.

Opening Ceremony

4 The Conference was opened, on behalf of the Government of Australia, by the Honourable Peter Reith, Federal Minister for Workplace Relations and Small Business. The Minister, in welcoming the delegates, thanked IMO for inviting him to open the Conference and impressed on the delegates that co-ordination and co-operation play a vital role in search and rescue operations. He stated that he believed that the initiatives being discussed at the Conference were a significant step forward and would provide a model for future international co-operation as the world moved into the next century. The Minister wished the delegates success at the Conference and urged them, in this International Year of the Ocean and IMO's 50th anniversary, to work together to put in place the final segment of the global SAR plan.

5 In his reply, Mr. Mitropoulos, Director, Maritime Safety Division, IMO, expressed, on behalf of the Secretary-General of IMO, Mr. O'Neil, his appreciation to the Governments and international organizations whose generous financial contributions had made the Conference possible and to the Government of Australia for hosting and providing excellent facilities for the meeting. He paid tribute to the Australian Maritime Safety Authority (AMSA) and, in particular, the Australian search and rescue organization for a number of SAR operations it carried out in recent years under very difficult conditions. He spoke of the significance of the present Conference which, if successful, would mark the completion of the global SAR plan, which was the ultimate objective of the 1979 SAR Convention. He gave a brief account of IMO's activities to enhance safety at sea and protect the marine environment from pollution by ships and said that the adoption by IMO of the 1979 SAR Convention and the 1988 Amendments to the SOLAS Convention to introduce the GMDSS, both of which aim at further improving the search and rescue of persons in distress at sea, represented an important step in IMO's work in the area of safety at sea. He referred to the aims of the Conference, in particular the need to integrate into one the provisional SAR plans already prepared for maritime SAR services, thus improving the response and assistance given to ships in distress in the Indian Ocean. The Conference would also provide an opportunity for countries in the region to co-ordinate the provision of shore-based facilities upon which modern search and rescue depends. He observed

that IMO had, over the years, conducted a number of regional and sub-regional conferences, seminars and workshops on maritime search and rescue in its efforts to expedite the completion of the global SAR plan and expressed the hope that the lectures and workshop sessions envisaged to take place during the Conference would assist the participants in taking measures to enhance the maritime search and rescue capabilities of their countries.

CONFERENCE OBJECTIVES

6 The Conference was a follow-up to the 1986 Tokyo SAR Conference and the 1996 Cape Town SAR/GMDSS Conference and aimed at enabling representatives from countries bordering the Indian Ocean to consider:

- developing a provisional integrated SAR plan for the entire Indian Ocean, thus maximizing co-ordination and cost efficiency for SAR operations;
- providing coverage for areas in the Indian Ocean identified as lacking the necessary arrangements for SAR purposes;
- the adequacy of GMDSS shore-based facilities on both sides of the Indian Ocean; and
- training needs for SAR and the GMDSS and any other relevant issues.

ADMINISTRATION OF THE CONFERENCE

7 With funds provided by the Governments and international organizations referred to in paragraph 2 above, the Conference budget covered:

- .1 economy class return air fares and hotel accommodation for one Government-nominated participant from each developing country invited; and
- .2 expenditures on lecture papers, IMO conventions, manuals and other publications and necessary materials relevant to the theme of the Conference supplied to the participants.

8 The Governments of Norway and Sweden as well as the United Kingdom Hydrographic Office, the International Lifeboat Federation, Inmarsat and COSPAS-SARSAT covered all costs related to the participation of their lecturers.

9 IMO planned and co-ordinated the Conference and arranged for the services of eight lecturers from two IMO Member Governments, four international organizations and the Secretariat.

10 The Government of Australia, in addition to contributing financially to the budget of the Conference, provided host country facilities, including conference facilities and interpretation, office equipment and secretarial staff as well as local transportation.

ELECTION OF PRESIDENT AND VICE-PRESIDENTS

11 The Conference unanimously elected Mr. Ian M. Williams (Australia) as President and Lt.Col. Andre Botes (South Africa)) and Captain Jasjeet Singh Uppal (India) as Vice-Presidents.

ADOPTION OF THE AGENDA

12 The agenda adopted and list of speakers at the Conference is given in annex 2.

THE SEMINAR

13 The first part of the Conference consisted of a seminar whose programme (annex 2) comprised ten lectures addressing the following subjects:

Presentation No.1

Development of the global SAR plan

14 In his introductory lecture, Mr. E.E. Mitropoulos (IMO) gave a brief history of the development of the global search and rescue plan and listed the basic features of the plan and the work done by IMO since the adoption of the 1979 SAR Convention to assist countries to ratify and effectively implement its provisions. He spoke of IMO's programme of seminars, workshops and conferences, which had been conducted in many parts of the world and had led to the adoption of provisional maritime SAR plans at regional and sub-regional levels. In conclusion, he spoke of IMO's technical assistance programme in maritime search and rescue aimed at assisting developing countries to train personnel and acquire the equipment and facilities they need for effective search and rescue operations.

Presentation No.2

The International Convention on Maritime Search and Rescue, 1979 - Present Status and requirements

15 Mr. J. Rasmussen (IMO) gave a brief background to and explained the purpose of the 1979 SAR Convention, which is to assist Parties discharge their obligations, mainly under the SOLAS and UNCLOS Conventions, to provide adequate and efficient SAR services and to organize these services so as to be integrated into a global SAR Plan. He spoke of the experience gained in implementing the Convention since it entered into force in 1985 and the amendments to the Convention which were recently adopted and are due to enter into force on 1 January 2000. The purpose of the amendments are to remove the ambiguities in the present wording and amend some of the provisions which some countries have found to be unacceptable.

Presentation No. 3

Rescue Co-ordination Centres (RCCs) - Distress alert routeing, identification of ships, 24-hour availability of RCCs

16 Mr. U. Hallberg (Sweden) described the functions of a Rescue Co-ordination Centre (RCC) and the important elements required for its efficient operation. He discussed the crucial elements in the routeing of distress communications, which are the provision of adequate facilities at RCCs and the provision of a world-wide communication network. He referred to how interconnection between RCCs can be provided by dedicated landlines, the public switched telephone and telex networks, radio links including the use of the INMARSAT system and the Aeronautical Fixed Telecommunication Network (AFTN). He also described the short and medium range elements of the radio network comprising of VHF and MF coast radio stations, long range elements made up of HF coast radio stations, INMARSAT Coast Earth Stations and COSPAS-SARSAT Local User Terminals (LUTs). He spoke of the need for RCCs to maintain a 24-hour availability and the importance of RCCs establishing the identity of ships in distress with minimum delay.

Presentation No. 4

Master plan of shore-based facilities - Present status and requirements

17 Mr. G. Beale (United Kingdom) introduced the Master plan of shore-based facilities which is a compilation of facilities and services provided by nations to support the GMDSS. He explained that the Master plan contains both operational and planned facilities and he discussed the contents and organization of the document. He explained why such a document is important to mariners, search and rescue authorities and providers of communication services within each ocean region of the world. Finally, the Conference was reminded of the requirements of the SOLAS Convention (regulation IV)/5) for Contracting Governments to provide the information to IMO and keep such information up to date.

Presentation No. 5

GMDSS matters: Need for local user terminals (LUTs) in region, false distress alerts, training, etc.

18 In a paper prepared by Mr. D. Lemon (United States), he gave the background to the introduction of radio onboard ships and the developments that led to the changeover to the Global Maritime Distress and Safety System (GMDSS). He explained the advantages of the GMDSS over the old radio radiotelegraphy and radiotelephony and discussed the different GMDSS sea areas and the corresponding carriage requirements for ships operating in them. He spoke of the problems of false distress alerts in the GMDSS which is imposing a great burden on MRCC personnel and facilities and the need for the training of ships' staff in the use of GMDSS equipment as a means of reducing and eventually eliminating false distress alerts. He continued with the need for registration of all GMDSS equipment and existing arrangements for registration and making the information available to MRCCs when required.

Presentation No. 6

Inmarsat - Status of satellite services for the GMDSS

19 Mr. A. Fuller (Inmarsat), giving a background to his Organization, explained Inmarsat's inter-governmental character and that it provides the "space segment" (satellites) for world-wide mobile communications services. Originally conceived to provide a global, internationally-governed maritime communications facility, Inmarsat now offers services to land-mobile and aeronautical customers as well. He explained that, although Inmarsat only provides the satellites, the Inmarsat network includes a number of other elements such as:

- .1 Coast (Land) Earth Stations (CES) operated by some signatories, which act as a gateway between the satellites and the terrestrial network;
- .2 Mobile Earth Stations (Ship Earth Stations) through which mobile users obtain access to the system; and
- .3 International SafetyNET service, which is part of the Enhanced Group Call (EGC) providing automated reception of the Maritime Safety Information (MSI).

Presentation No. 7**Promulgation of Maritime Safety Information (MSI) registration, methods of seeking and arranging association with CESSs, cost system status, etc.**

20 Commander A.M. Woodroffe (ILF) described how Maritime Safety Information (MSI) is transmitted to ships in all principal waters of the world. IMO in close co-operation with IHO and WMO, co-ordinates the information services necessary for such broadcast. In the GMDSS, MSI broadcasts are made through the NAVTEX, HF and Inmarsat SafetyNET systems and provide near continuous automated reception. He also explained the division of the oceans into NAV/MET areas with a co-ordinator in each area and that association with a Coast Earth Station for MSI broadcasts can be arranged at a very small cost. He went on to describe the work of the International Lifeboat Federation which is an association of lifeboat organizations around the world providing a forum for sharing knowledge and expertise among its Members and encouraged all maritime life-saving services to join the organization.

Presentation No. 8**COSPAS-SARSAT**

21 Mr. D. Levesque (COSPAS-SARSAT) briefly introduced the COSPAS-SARSAT satellite system and its current status, noting that 29 countries and organizations were associated with the programme and contribute to its management and operation.

He explained that the system was established in July 1988 and that in 1996 there were over 550,000 beacons operating on 121.5 MHz (mostly air craft ELTs) and about 125,000 beacons operating on 406 MHz (mostly EPIRBs) which contributed in the saving of over 5,000 lives. He explained that:

- the satellite system involved a minimum of four polar orbiting satellites in low altitude polar orbit;
- currently, there were 33 LUTs and 19 MCCs which ensure processing of distress alerts from 406 MHz beacons anywhere in the world;
- MCCs performed a vital task in distributing Cospas-Sarsat alerts to RCCs in all countries free of charge;
- 406 MHz beacons are required to be manufactured to precise standards to conform with the satellites, and must be type approved;
- administrations requiring the carriage of 406 MHz EPIRBs must ensure that all 406 MHz EPIRBs are registered in a database to which SAR authorities could address queries at any time.

Presentation Nos. 9, 10 and 11**GMDSS facilities in the Indian Ocean**

22 These presentations were made jointly by Mr. E. Blikrud (Norway) and Mr. A. Fuller (Inmarsat). The speakers reviewed the coast station arrangements in the Indian Ocean and their adequacy or otherwise for the full implementation of the GMDSS on 1 February 1999.

The speakers agreed that while some countries had adequate and fully operational shore-based facilities, some had prepared plans and were in the process of establishing them, but there were areas

in the region where plans for such facilities were yet to be drawn up. Furthermore, they said that some of the facilities listed in ITU's list of Coast Stations were not able to offer the services indicated because they were out of service for most of the time. As a way out, he suggested a regional approach to the provision of shore-based GMDSS facilities rather than each country working independently to provide a national system which could duplicate services existing in neighbouring countries. They observed that a number of Administrations in the region had prepared master plans for national maritime radiocommunications facilities. The speakers outlined the problems to local fishing fleets and international shipping which would arise if by 1 February 1999 enough operational shore-based facilities are not available in the region.

Review of progress made towards ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979

23 The Conference reviewed the status of the 1979 SAR Convention and noted with considerable concern that, 19 years after its adoption and 13 years after its entry into force, only 59 countries (of which only 9 out of the 23 countries in the region), had ratified the Convention. The Conference recognized that, whilst radiocommunication and search and rescue services were well developed in some countries in the region, such facilities and services needed to be improved in others.

24 The Conference noted information provided by the IMO Secretariat concerning SAR.2/Circular on Provisional SAR plans and SAR.3/Circular containing information on national SAR facilities and the need for early submission of the information required by MSC/Circ.308 (SAR Questionnaire), MSC/Circ.327 (on the development of a global SAR plan) and MSC/Circ.684 (on the development of a Master Plan of shore-based facilities for the GMDSS).

25 The Conference also noted information provided by the IMO Secretariat concerning the status of the global SAR plan and welcomed the opportunity provided by the meeting for the integration into one of the provisional SAR plans previously agreed to for the two sides of the Indian Ocean, amended as appropriate. The Conference, recognizing the importance of the GMDSS in SAR operations, endorsed the need for the provision of adequate GMDSS shore-based facilities in the region as a whole.

26 The following were stressed during the seminar sessions:

- the importance of good co-ordination and access to adequate communication facilities rather than expensive investment in dedicated SAR equipment;
- the possibility of providing effective and efficient SAR services in the entire Indian Ocean region by pooling available resources in neighbouring countries through bilateral and multilateral co-operation, thus minimizing cost; and
- the desirability of harmonized maritime and aeronautical SAR services.

27 Following an exchange of views and after participants had provided information (see annex 3) on their national SAR/GMDSS facilities and SAR training needs (annex 8), the Conference urged participants from countries which had not yet ratified the SAR Convention, on their return home, to encourage the appropriate government authorities to consider acceding to the Convention as soon as possible.

28 The Conference noted with appreciation the close co-operation established between ICAO and IMO with regard to SAR matters and urged both Organizations to continue the work of harmonizing, as far as practicable, their SAR plans and procedures through the continual improvement of the Joint ICAO/IMO SAR (IAMSAR) Manual.

Global Maritime Distress and Safety System (GMDSS)

29 During the seminar sessions, the provisions of the 1988 amendments to the 1974 SOLAS Convention to introduce the GMDSS were explained and the different GMDSS sea areas and their essential supporting shore-based facilities were discussed. A number of lectures covered ships' carriage requirements for different sea areas, the contents and use of the GMDSS Master Plan of shore-based facilities as well as the amendments to the 1979 SAR Convention, which were adopted in May 1998 and are due to enter into force on 1 January 2000. The participants were also informed of the recently adopted Joint ICAO/IMO SAR (IAMSAR) Manual, which will replace the ICAO SAR Manual, the IMOSAR and the MERSAR Manuals.

30 The Conference acknowledged the need for littoral States in the Indian Ocean region to provide shore-based facilities for the smooth operation of the GMDSS and the need for countries to take account of the system in planning improvements in their maritime radiocommunication facilities or SAR organizations and adopted resolution No.3 on the Global Maritime Distress and Safety System (GMDSS).

31 The participants were urged to provide, as soon as possible, information, based on the format in MSC/Circ.684, on available GMDSS shore-based facilities in their countries, for inclusion in the GMDSS Master Plan.

32 The Conference noted that Contracting Governments to the SOLAS Convention have to make a choice about the type of communication services they wish to provide for GMDSS ships. In almost every case, the littoral seas will be within Areas A3 until the coastal State concerned decides to establish Areas A1 (VHF with DSC facilities) or Areas A2 (MF with DSC facilities).

33 The Conference further noted that ships operating in GMDSS sea Areas A3 may choose whether to fit HF DSC equipment or satellite communication (Inmarsat) equipment. As a result, countries wishing to provide search and rescue co-ordination facilities under the terms of the International Convention on Maritime Search and Rescue, 1979, should make arrangements to allow their RCC(s) to communicate with ships via both HF DSC and Inmarsat.

34 In this regard, the Conference considered that it was essential that countries understand that they do not need to individually establish domestic coast stations or Coast Earth Stations to meet the above obligation. In all cases, it would be sufficient to conclude an agreement with a telecommunications entity in a neighbouring country having the necessary facilities to communicate with the sea area in question.

35 In addition, the Conference emphasized that coastal States also have a clear responsibility to make arrangements for the promulgation of maritime safety information (SOLAS chapter V, regulation 4). In the same way, this responsibility can be discharged through co-operative agreement(s) with other States and the appropriate NAVAREA Co-ordinator(s).

36 The Conference also noted that a number of Indian Ocean RCCs were not registered as Information Providers, as required by annex 9 to the International SafetyNET Manual (IMO Publication 908) and recalled that any RCC, which had not registered, would have no means of alerting GMDSS vessels in ocean areas.

Promulgation of Maritime Safety Information (MSI)

37 Three of the NAVAREA co-ordinators for the promulgation of Maritime Safety Information in the Indian Ocean (India, Pakistan and South Africa) reported that they had had no problems in collecting and promulgating maritime safety information in their areas.

38 Speaking on the question of the reception of MSI by ships sailing off the Australian coasts, the Australian delegation informed the Conference that some ships arriving at Western Australian ports do not receive the relevant MSI. Investigations revealed that the ships' Mobile Earth Stations (MES) were not configured correctly for Australian SafetyNET MSI. Comment was also made that there did not appear to be enough information available to assist mariners in correctly configuring their MES. The Conference was informed that Australia had recently enhanced its coastal warning broadcasts by issuing broadcasts on both the Pacific Ocean Region (POR) and Indian Ocean Region (IOR) satellites.

39 The Conference was informed that the World Meteorological Organization's Ad hoc Group on the GMDSS had recently met in Toulouse (France) to review the provision of meteorological warnings and forecasts via NAVTEX and SafetyNET. In relation to the Indian Ocean, that Ad hoc Group had reviewed the arrangements for the provision of meteorological information in METAREA VIII and confirmed the split in responsibility between India and Mauritius. Plans by France to establish a SafetyNET coastal MSI broadcast area around La Réunion, the Comoros and Taaf were reviewed and approved.

40 The Conference was also informed that Inmarsat is receiving an increasing number of queries about operation of Inmarsat-C terminals, particularly in relation to the efficient reception of the International SafetyNET Service, which indicate that current levels of operator training are inadequate in many cases.

41 The Inmarsat observer further stated that a recent survey had shown that very few RCCs had made proper provision for routing SAR relays and other information to a Coast Earth Station for broadcast. It is vital that RCCs make arrangements to access the SafetyNET broadcast before they need to use it because user registration cannot be achieved quickly when an operational need arises.

Piracy and armed robbery against ships

42 The Conference was informed by the Secretariat of the concern being expressed by many IMO Member Governments at the rising incidents of piracy and armed robbery against ships in various parts of the world including the Indian Ocean region. Details were provided of the programme of activities being undertaken in response to the relevant instructions of the Maritime Safety Committee. These include a series of advisory missions by experts to a selected number of countries to be followed by regional seminars and workshops. All these are aimed at increasing awareness of, and sensitizing the countries to be visited to the problem and advising them of available guidance on preventing and combating piracy and armed robbery against ships. Delegates were recommended to alert RCCs in their countries to these unlawful acts and instruct them to relay any reports on piracy and armed robbery received to appropriate authorities for action with the minimum delay.

43 The delegation of Australia informed the Conference that ships participating in the Australian Ship Reporting System (AUSREP) are encouraged to report piracy attacks as soon as possible and that these reports are passed to IMB's Piracy Centre in Kuala Lumpur.

THE WORKSHOP

Delimitation of maritime search and rescue regions

44 The Conference noted that the sole purpose of the delimitation of search and rescue regions undertaken by the Conference was for ensuring and, where necessary, improving the provision of SAR services in the Indian Ocean region and that such delimitation was within the context of

paragraph 2.1.7 of the Annex to the 1979 SAR Convention*; was subject to alterations as might be deemed necessary following bilateral agreements between neighbouring States; and did not prevent any delegation from registering reservations on specific parts thereof. Alterations referred to above should, in due course, be notified to the Secretary-General of IMO for inclusion in the regional SAR plan agreed. However, the participants acknowledged the need, for SAR and GMDSS purposes only, of a co-ordinated and well-defined SAR/GMDSS system, organization and infrastructure to cover the entire Indian Ocean region.

45 The Conference also noted that any SAR plan expected to emerge from the Conference would continue to be considered as "provisional" until relevant agreements had been established by Parties to the 1979 SAR Convention and the Secretary-General of IMO had been notified accordingly by the Governments concerned in accordance with paragraph 2.1.4 of the 1979 SAR Convention.

46 The Conference was appraised of principles which had been applied in previous SAR Conferences for the delimitation of national search and rescue regions.

47 In undertaking the delimitation of national search and rescue regions (SRRs), the Conference agreed to consider applying one of the following principles or a combination of same:

- .1 harmonization, to the extent possible, of maritime search and rescue regions with those established for aeronautical purposes;
- .2 application, in the case of States with opposite or adjacent coasts, of the median line of equidistance from the nearest points of their coastlines; and
- .3 the application of relevant provisions of individual agreements between Governments concerned.

48 The Conference instructed the IMO Secretariat to bring the outcome of the above deliberations to the attention of those countries not present at the Conference for information and action as necessary, recommending them to seek bilateral agreements with their neighbouring States and to notify the Secretary-General of IMO accordingly.

Progress reports on national development of SAR organizations - GMDSS arrangements and facilities - Problems and needs

49 To progress consideration of the provisional SAR plans for the Indian Ocean region, the Conference established three Panels and appointed the following rapporteurs to co-ordinate work on specific items, as identified in paragraph 51, for the following sub-regional areas:

Cdr. A. Fuller (Inmarsat)	Western Indian Ocean subregion;
M. J.-M. Schindler (France)	Northern Indian Ocean subregion; and
Mr. U. Hallberg (Sweden)	Eastern Indian Ocean subregion.

50 Mr. G. Beale (United Kingdom) was appointed co-ordinator of the work of the three panels.

51 The rapporteurs were tasked with the co-ordination of work on the following items agreed by the Conference:

* Paragraph 2.1.7 of the Annex to the 1979 SAR Convention provides that the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States.

- integration of the various national SAR plans into a single sub-regional plan;
- compatibility with aeronautical SAR plans;
- co-operation between RCCs in:
 - SAR operations and combined training exercises,
 - intercommunications,
 - manning of RCCs, etc.;
- regional requirements for VHF DSC, MF DSC and HF DSC communications;
- LUT coverage;
- bilateral agreements on limits of SAR regions and development of an integrated provisional maritime SAR plan for the three sub-regions;
- routing of distress alerts;
- registration of RCCs for the provision of MSI;
- availability of ship identities;
- reducing false alerts;
- other matters related to the Indian Ocean provisional SAR plans.

52 Having received the reports of the rapporteurs and the co-ordinator, the Conference endorsed the outcome of the consideration of the matters specified in paragraph 51, as contained in annexes 4, 5, 6 and 7 and expressed appreciation for the excellent work done by the rapporteurs and the co-ordinator.

53 The delegation of the Republic of Yemen reiterated its position as contained in its statement at the Cape Town Conference (Annex 6, appendix 2 of the Cape Town Conference report) in which it had declared its total rejection of the provisional delimitation of search and rescue regions between Eritrea and the Republic of Yemen.

54 The delegation of Mauritius observed that certain areas of its EEZ were not completely aligned with the Search and Rescue Region proposed by the Cape Town Conference and that it would be necessary to adjust the common boundaries between Mauritius, Seychelles, Maldives, Australia and Madagascar to achieve such alignment. It was also of the opinion that certain maritime search and rescue regions being proposed were not in harmony with those already established for aeronautical purposes. Mauritius therefore reserved its position in relation to the delimitation of the search and rescue region proposed by the Cape Town Conference.

55 The United Kingdom representative informed the Conference that his Government regretted that the Mauritian delegation had raised the issue in the context of the humanitarian matter of international maritime search and rescue which had no bearing on any State's sovereignty position and was in contravention of Article 2 of the SAR Convention and paragraph 2.1.7 of the annex thereto. His Government had no doubt as to the United Kingdom sovereignty over the British Indian Ocean Territory and its waters.

56 The delegation of France, contributing to the debate, confirmed its acceptance of the conclusions of the Cape Town Conference. It was of the opinion that the Fremantle Conference should discuss only technical problems relating to search and rescue and should not get involved in any other matter for which the Conference was not the appropriate forum. If some countries had difficulties with the existing agreement, France would be willing to discuss the matter further on the condition that:

- the discussion would be restricted to technical and operational matters related to search and rescue; and
- all countries in the area concerned were present.

57 With respect to the above statement of the delegation of Mauritius, the Conference endorsed the statement of the Secretary-General of IMO at the 1997 Valencia Conference on Maritime Search and Rescue and the GMDSS, namely that Quote "IMO is an Organization which focuses on solutions to technical problems and has demonstrated its competency to do this successfully. He trusted that this attitude would prevail during the Conference and that political issues related to delimitation of boundaries from a sovereignty point of view would not encumber meetings like this but would be taken up elsewhere where those directly responsible for these matters have the competence and authority to deal with them" Unquote.

58 The Conference, endorsing the relevant part of the co-ordinator's report, recommended that IMO should organize, in future, sub-regional meetings consisting of any number of countries involved to resolve outstanding issues or any matters arising from previous Conferences.

59 The Conference noted with satisfaction the report by the delegation of India that joint exercises had been conducted involving the SAR services of [Bangladesh, India, Indonesia, Maldives, Sri Lanka] and the United States and that more such exercises were planned for the future. The Conference urged the SAR authorities of other regions to consider arranging similar joint exercises, as recommended by the SAR Convention (chapter 3, paragraph 3.1.8 of the Annex).

ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION OF SEARCH AND RESCUE SERVICES AND CO-OPERATION BETWEEN STATES

60 The Conference reviewed the model agreement prepared by the Secretariat on arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States and adopted resolution No.2 on Arrangements for the provision and co-ordination of maritime search and rescue services and co-operation between States.

TECHNICAL CO-OPERATION IN IMPLEMENTING THE 1979 SAR CONVENTION AND 1988 SOLAS AMENDMENTS

61 The Conference took note of the information provided by the IMO Secretariat on the Technical Co-operation Programme of IMO and adopted resolution No.4 on Technical co-operation in maritime search and rescue and radiocommunication facilities.

ESTABLISHMENT OF AN INTERNATIONAL SAR FUND

62 The Conference, noting that maritime SAR services are inadequate in some areas of the world, particularly in developing countries, owing to lack of sufficient funds, and the need to ensure a minimum global coverage of communication and SAR co-ordination facilities before 1 February 1999, endorsed a proposal submitted by the Australian delegation supported by other delegations and adopted resolution No.5 on the establishment of an international SAR fund for the establishment and

maintenance worldwide of an adequate number of operational RCCs and other objectives as specified in the resolution.

COMPLETION OF THE PROVISIONAL GLOBAL SAR PLAN

63 The Conference noted with deep satisfaction that, with the successful conclusion of its work, the provisional global SAR plan had been completed and greeted this as a most significant achievement in IMO's efforts to enhance safety at sea and as a very appropriate and fitting development to mark the events of this year, being the Year of the Ocean. To emphasize the importance of the achievement, the Conference adopted resolution No.6 on Completion of the Provisional Global SAR Plan.

ADOPTION OF RESOLUTIONS

64 The Conference considered resolutions on:

- * Adoption of the provisional maritime search and rescue (SAR) plan for the Indian Ocean and acceptance and implementation of the International Convention on Maritime SAR, 1979 (Resolution No.1);
- * Arrangements for the provision and co-ordination of maritime search and rescue (SAR) services and co-operation between States (Resolution No.2);
- * Global Maritime Distress and Safety System (GMDSS) (Resolution No.3);
- * Technical co-operation for maritime search and rescue and radiocommunication facilities (Resolution No.4);
- * Establishment of an international SAR fund (Resolution No.5);
- * Completion of the Provisional Global SAR Plan (Resolution No.6); and
- * Expressions of appreciation (Resolution No.7),

and adopted them unanimously.

REPORT OF THE CONFERENCE

65 The Conference adopted this report and requested the Secretariat to bring the outcome of the Conference to the attention of all regional and neighbouring Governments bordering the Indian Ocean region and to the Maritime Safety Committee of IMO and its subsidiary bodies concerned.

CLOSING CEREMONY

66 Following the presentation of certificates of attendance to participants, observers and lecturers,

Mr. E.E. Mitropoulos, Director, Maritime Safety Division, IMO, speaking on behalf of the Secretary-General, expressed appreciation to:

- the Government of Australia for hosting and financially supporting the Conference;
- the other Governments and international organizations which had contributed generously to the budget of the Conference;

- the UNDP Resident Representatives in the participants' countries for facilitating their coming to Fremantle; and
- the elected officers, rapporteurs, co-ordinator, lecturers and IMO staff for their invaluable contribution to the success of the Conference.

In conclusion, he thanked the participants for their keen attention, interest and active participation in the activities which had led to the successful outcome of the Conference.

67 The Conference was closed, on behalf of the Government of Australia, by Ms. Rowena Lomasney, General Manager AusSAR. She said that her country was particularly proud to host the Conference as it was the final in a series of activities worldwide to develop a global SAR plan. She praised IMO for its success in fostering co-operation between neighbouring States, at times despite political differences, for the purpose of developing a global SAR plan. She paid tribute to the participants for the exceptional quality of their national reports and for the spirit of co-operation and compromise they showed throughout the Conference. She urged participants on their return home to consider acceding to the 1979 SAR Convention if they had not already done so. She said that the next stage was the development of national SAR policies and the conclusion of bilateral or multilateral SAR arrangements by neighbouring States. All these were necessary in order to improve the quality of services rendered to seafarers in distress at sea. She concluded by wishing all a safe return home.

ANNEX 1

**IMO INDIAN OCEAN CONFERENCE ON MARITIME
SEARCH AND RESCUE (SAR) AND THE GMDSS**

LIST OF PARTICIPANTS

President: Mr. I.M. Williams (Australia)

Vice-Presidents: Lt. Col. Andre Botes (Ret.) (South Africa)

Captain Jasjeet Singh Uppal (India)

AUSTRALIA

Ms. Rowena Lomasney
General Manager, AusSAR
Tel: +61(0)262795700
Fax: +61(0)262705757
Email: rowena.lomasney@amsa.gov.au

Mr. Ian M. Williams
Adviser to the Australian Maritime
Safety Authority
Tel: +612 62795045

Mr. David Baird
General Manager
Marine Environment Protection Services
Tel: +61(0)262795935
Fax: +61(0)262795076
Mobile: 0418 622824
Email: david.baird@amsa.gov.au

Mr. Brian A.E. Riches
Manager Policy, AusSAR
Tel: 612 6279 5740
Fax: 612 6279 5757
Email: brian.riches@amsa.gov.au

Mr. Bob Neale
Manager Operations, AusSAR

Mr Arthur Heather
Search and Rescue Officer, AusSAR

Mr. Steve Langlands
Policy Officer, AusSAR
Tel: 612 6279 5743 (office)
612 6288 0100 (home)
Fax: 612 6279 5757
Email: steve.langlands@amsa.gov.au

Mr. Chris Payne
AMSA COSPAS-SARSAT expert
AusSAR, AMSA
10 William Street
Fremantle
Australia
Tel: +61 894302130
Fax: +61 894302121
Email: chris.payne@amsa.gov.au

Mr. John Asson
CAL Pacific
AMSA's Cospas-Sarsat contractor

Mr. Glen Dunstan
Senior Marine Radio Surveyor
GMDSS expert
Tel: +61-262795871
Fax: +61-262795966
Email: glenn.dunstan@amsa.gov.au

**AUSTRALIA
(continued)**

Australian Maritime Safety Authority
25 Constitution Avenue
G.P.O. Box 2181
Canberra ACT 2601
Australia

BANGLADESH

Captain Mohammed Habibur Rahman
Nautical Surveyor
Mercantile Marine Dept.
CGO Building #1
Agrabad, Chittagong
Bangladesh

Fax: 00 88 029666159
00 88 031724954
Tel: (031)724140
(031)725656
(031)615176 (h)

COMOROS

Mr. Mohamed Aboubakari
Inspecteur de la Marine Marchande
Ministère des Transports, du Tourisme,
des Postes et des Telecommunications
BP 496
Moroni
Republique Federale Islamique de Comoros

Tel: (269)744242
Fax: (269)744241

**FRANCE
(RÉUNION,
MAYOTTE)**

M. Jean-Marc Schindler
Représentant Permanent de la France
auprès de l'OMI
Ambassade de France
2 Queen's Gate
Flat 4A
London SW7 5EH
United Kingdom
Email: imofrance.maritime@mail.ambafrance.org.uk

Tel: +44 171 584 6149
Fax: +44 171 225 2676

M. Francois Escaffre
Administrateur en Chef de l'Organisme
SECMAR
Premier Ministre
Secrétariat Général de la Mer
16 Boulevard Raspail
75007 Paris
France
Email: Francois.Escaffre@sgmer.premier-ministre.gouv.fr

Tel: 01.42.84.16.06
Fax: 01.42.84.07.90

M. Dominique Dupre la Tour
(Capitaine de Vaisseau)
Commandant la Marine à La Réunion
Base Navale Port des Galets
97821 Le Port Cedex
La Réunion

Tel: +262434343
Fax: +262551317
Telex: 916140

**FRANCE
(RÉUNION,
MAYOTTE)
(continued)**

M. Daniel Salaun
Directeur COSRU
Affaires Maritimes COSRU
MRCC La Réunion
Officier Principal du Corps Technique
et Administratif des Affaires Maritimes
Centre Opérationnel de Sauvetage de la Réunion
Base navale Port des Galets
97821 Le Port Cedex
La Réunion

Tel: +262434343
Fax: +262551317
Telex: 916140

INDIA

Captain Jasjeet Singh Uppal
Mercantile Marine Dept.
C.G.O. Bldg., 1st Floor
New Marine Line
Churchgate
Mumbai
India

Tel: 022-6323484 (home)
022-2613651 (office)
Fax: 91-22/2613655

Mr. Subramanian Balakrishnan
Deputy Wireless Adviser
Ministry of Communications (WPC Wing)
Room No.220, Sardar Patel Bhawan
Parliament Street
New Delhi- 110001
India

Fax: 0091 11 3367389
Tel: 0091 11 3344181

Mr. Shyam Babu
Director (ML)
Department of Telecom
1414 Sanchar Bhawan
20 Ashoka Road
New Delhi-110001
India

Fax: 0091 11 3372072
Tel: 0091 11 3710204

Commandant Satya Prakash Sharma, TM
Joint Director (Operations)
Directorate of Operations
Coast Guard Headquarters
National Stadium Complex
New Delhi 110001
India

Tel: 0091 11 3384934(o);
0091 11 6193197(r)
Fax: 0091 11 3383196
Email: v protect@nda.vsnl.net.in

INDONESIA

Mr. Sukapdjoto Purbaningrat
Chief of Operation Centre
National SAR Agency
Soekarto-Hatta Airport
Building 628
Jakarta 19112
Indonesia

Tel: 62 21 550 7983
Fax: 62 21 550 1513
Telex: 45937 IA

**IRAN, ISLAMIC
REPUBLIC OF**

Mr. Mohammad Reza Ghaderi
Director General
Maritime Affairs
Port and Shipping Organization
No. 751
Postal Code 15994
Enghelab Avenue
Tehran
Iran

Tel: 0098 21 8809880-9
0098 21 88011992
Fax: 0098 21 8809324
0098 21 8804100
Telex: 212271 BNDR IR

Mr. Seyed Mohssen Hosseini Zavarei
Deputy Managing Director
Board of Directors
Ports and Shipping Organization

KENYA

Captain John M. Odhach
Merchant Shipping Superintendent
Kenya Ports Authority
P.O. Box 95076
Mombasa
Kenya

Tel: 254-11-220831
Fax: 254-11-311867

Captain Meshillam N. Muthami
Manager, Marine Operations
Kenya Ports Authority
P.O. Box 95009
Mombasa
Kenya

Tel: 254-11-312211
Fax: 254-11-311867

Mr. Harry Mchama
Senior Executive Engineer
Office of the General Manager/
International Telecoms Network
Kenya Posts and Telecommunications
Corporation
P.O. Box 30301
Nairobi
Kenya

Fax: 254-02-334044

Mr. P.J. Munyi
Senior Sectional Engineer
Kenya Posts and Telecommunications Corporation
P.O. Box 86340
Mombasa
Kenya

Tel: 254-011-225111
Fax: 254-011-220208

MALDIVES

Lieutenant Ahmed Jihad
National Security Services Coast Guard
(H. White Stream - home address)
Malé
Republic of Maldives

Tel: 315981(w); 327409(h)
Fax: 310054

MAURITIUS	<p>Captain Pravinchand Seebaluck Director of Shipping</p> <p>Mr. Mahadeo Ramchurn Assistant Superintendent of Police (Coast Guard)</p> <p>Ministry of Land Transport, Shipping and Public Safety (Transport Division) 4th Floor, New Government Centre Port Louis Mauritius</p>	<p>Fax: 230 2117699</p>
MOZAMBIQUE	<p>Mr. Frederico O.B. Dias Head of Safety Department P.O. Box No.4317 EMail:SAFMAR@zebra.UEM.MZ Av. Marques de Pambal No.297 Maputo Mozambique</p>	<p>Tel: (258)(1)420552 Fax: (258)(1)424007</p>
OMAN	<p>Mr. Abdulla A.S. Al Harthy Director of Operations Directorate General Co-ordination & International Services Ministry of Posts, Telegraphs and Telephones General Telecommunications Organization P. Box 789, PC 112, Ruwi Muscat Sultanate of Oman</p> <p>Cdr. Haider Ahmed Al Zadjali Naval HQ P.O. Box 839 Zip Code 111 M.A.M. Sultanate of Oman</p>	<p>Tel: 968 701726 Fax: 968 706466, 968 695558</p> <p>Tel: 00968 618804 Fax: 00968 616755</p>
PAKISTAN	<p>Rear Admiral Gul Z. Malik SJ, SI(M) Director General Headquarters Maritime Security Agency KDLB Building West Wharf Road P.O. Box No.13333 Karachi-2 Pakistan</p>	<p>Tel: (021) 2312870, 2312966, 2312942 Fax: (021) 2311826 Telex: 27040 MRSEC PK 27692 MRSEC PK</p>
SEYCHELLES	<p>CMDR. Andre D. Ciseau Commanding Officer Seychelles Coast Guard P.O. Box 257 Victoria Mahe Seychelles</p>	<p>Tel: (248)224616-224411 (248)224665 Email: seycoast@seychelles.net</p>

SOUTH AFRICA	Lt. Col. Andre Botes (Ret.) SASAR Maritime Manager South African Maritime Safety Authority (SASMA) Private Bag X 7025 Roggebaai 8012 South Africa	Tel: +27 21 216170 Fax: +27 21 216109
	Mr. Ernest P. Modiba Section Manager: Search and Rescue SASAR Secretariat Department of Transport Private Bag X193 Pretoria 0001 South Africa	Tel: +27 12 3093520 Fax: +27 12 3093553
SRI LANKA	Mr. Pemamiththa A. Ratnayake Director of Merchant Shipping The Presidential Secretariat Shipping Division First Floor, Bristol Building 43/89 York Street Colombo 1 Sri Lanka	Tel: 435127, 329613/4 Fax: 435160, 441429
THAILAND	Sub.Lt. Sanchai Kulpreecha R.T.N. Deputy Director-General Harbour Department	Tel: (66-2)281 9515, 280 5638-9 Fax: (66-2)281 4829, 280 1714
	Capt. Khamthorn Pumhiran Deputy Director-General Naval Operations Department Royal Thai Navy	
	Mr. Jarurat Naksavee Chief, Aircraft and Maritime Search and Rescue Branch Air Safety Division Department of Aviation	
	Mr. Boonseeb Suktus, Director Domestic Transmission Department The Communications Authority of Thailand	Tel: 66-2-5064105 Fax: 66-2-5735452
	Ministry of Transport and Communications Ratchadamnoen Nok Avenue Bangkok 10100 Thailand	

UNITED KINGDOM (BIOT)	Mr. Peter White British Representative British Indian Ocean Territory Britrep@NctsDG.Navy.Mil c/o NP1002 BFPO 485 United Kingdom	Tel: +246 370 3500/3503 Fax: +246 370 3943 Email:
----------------------------------	--	---

UNITED REPUBLIC OF TANZANIA	Mr. Erasto Wapalila Senior Transport Economist - Maritime Ministry of Communications and Transport P.O. Box 9144 Dar-es-Salaam United Republic of Tanzania	Tel: 255 51 114427 Fax: 255 51 112751
--	---	--

Captain John K. Kwayu Director of Operations Tanzania Harbours Authority P.O. Box 9184 Dar-es-Salaam United Republic of Tanzania	Tel: 255 51 117394 Fax: 255 51 113938 Email: tha-do@raha.com
---	--

Mr. Joseph S. Minja Principal, Air Traffic Control Operations and SAR c/o Ministry of Communications and Transport P.O. Box 9144 Dar-es-Salaam United Republic of Tanzania	Tel: 118079 & 113178 & 114426 Fax: 255 51 112751 & 118905
--	--

YEMEN	Captain Saeed Abdulla H. Yafai Chairman Public Corporation for Maritime Affairs P.O. Box 19395 Sanaa Yemen	Tel: +967 1 414412/419914 Fax: +967 1 414645
--------------	---	---

OBSERVERS

NEW ZEALAND	Captain George Timothy Nicol Adviser, Safety Services Maritime Safety Authority of New Zealand P.O. Box 270006 Wellington New Zealand	Tel: +64 4 4730111 Fax: +64 4 4736699
--------------------	--	--

INTERNATIONAL RADIO-MARITIME COMMITTEE (CIRM)	Mr. Mark F. Compton Garex Maritime Radio Systems c/o Navia Aviation A/S mark.compton@naviaav.no Enebakkveien 150 0612 Oslo Norway	Tel: +47 23180200 Fax: +47 23180213 Email:
---	---	--

Fax - **CIRM** contact: c/o Captain C.K.D. Cobley
CIRM
 Southbank House
 Black Prince Road
 London SE1 7SJ

Tel: +44 171 587 1245
 Fax: +44 171 587 1436

LECTURERS

NORWAY	Mr. Eirik Bliksrud Norwegian Post and Telecommunications Authority P.O. Box 447 Sentrum N-0104 Oslo Norway	Tel: +47 22 82 4875 Fax: +47 22 82 4890 EMail: eirik.bliksrud@npt.no
SWEDEN	Mr. Urban Hallberg Manager MRCC - Göteborg Swedish Maritime Administration urban.hallberg@shipadm.se P.O. Box 5158 SE-42605 V.Frolunda Sweden	Tel: +46 31 64 8021 Fax: +46 31 775 3927 EMail:
UNITED KINGDOM	Mr. Guy A. Beale Editor, ALRS Volume 5 Admiralty List of Radio Signals The United Kingdom Hydrographic Office Admiralty Way Taunton Somerset TA1 2DN United Kingdom	Tel: +44(0)1823 337900 Ext.3641 Fax: +44(0)1823 284077, 1823 334752 EMail: guy@nprs.hydro.gov.uk
INMARSAT	Lt. Commander A.C. Fuller FRIN Manager Maritime Safety Services Department Inmarsat 99 City Road London EC1Y 1AX United Kingdom	Tel: +44(0)171 728 1465 Fax: +44(0)171 728 1752 EMail: andy_fuller@inmarsat.org
COSPAS-SARSAT	Mr. Daniel Levesque Head, Cospas-Sarsat Secretariat Inmarsat 99 City Road London EC1Y 1AX United Kingdom	Tel: +44 171 728 1391 Fax: +44 171 728 1170 EMail: cospas_sarsat@inmarsat.org

ILF

Commander Michael Woodroffe FNI
Deputy Chief of Operations
Royal National Lifeboat Institution
and International Lifeboat Federation
West Quay Road
Poole
Dorset BH15 1HZ
United Kingdom

Tel: +44(0)1202 663156
Fax: +44(0)1202 663366
Email: MikeWoodroffe@rnli.org.uk

IMO SECRETARIAT

Mr. E.E. Mitropoulos
Mr. E.O. Agbakoba

Mr. J. Rasmussen

Miss P. Pearce
Mrs. J.N. Thompson

Director, Maritime Safety Division
Head, TC Implementation and Project Management
Section, Sub-Division for Technology and TC
Implementation, Maritime Safety Division
Head, Navigation Section, Sub-Division for
Navigation and Cargoes, Maritime Safety Division
Administrative Officer, Maritime Safety Division
Principal Administrative Assistant, Maritime Safety
Division

ANNEX 2

**PROGRAMME
FOR THE INDIAN OCEAN CONFERENCE
ON MARITIME SAR AND THE GMDSS
Fremantle (21 to 25 September 1998)**

Monday, 21 September 1998**Purpose of Conference and basic matters****Lecturer**

09.00 - 10.20 - Registration

10.20 - 11.00 - Opening (Representatives of the host Government and IMO)

11.00 - 11.30 - Coffee/tea break

11.30 - 11.50 - Purpose and intent of the Conference: identification of regional SAR and GMDSS problems; need for a regional SAR plan; co-operation and co-ordination of SAR activities; training, etc.	E.E. Mitropoulos (IMO) FREM/CONF.2
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SAR matters

11.50 - 12.10 - The International Convention on Maritime Search and Rescue, 1979: Present status and requirements	J. Rasmussen (IMO) FREM/CONF.3
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12.10 - 12.30 - Rescue Co-ordination Centres (RCCs): Distress alert routing, identification of ships, 24 hour-availability of RCCs	U. Hallberg (Sweden) FREM/CONF.4
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12.30 - 14.30 - Lunch break

GMDSS matters

14.30 - 14.45 - The GMDSS plan of shore-based facilities: Present status and requirements	G. Beale (United Kingdom) FREM/CONF.5
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14.45 - 15.00 - GMDSS matters: need for Local User Terminals (LUTs) in the region, false alerts, training, etc.	D. Lemon (United States) FREM/CONF.6
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15.00 - 15.15 - Inmarsat: Status of satellite services	A. Fuller (Inmarsat) FREM/CONF.7
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15.15 - 15.30 - Promulgation of Maritime Safety Information (MSI), MSI registration, methods of seeking and arranging association with Coast Earth Stations (CESs), cost system status, etc.	A.M. Woodroffe (ILF) FREM/CONF.8
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15.30 - 15.45	-	COSPAS-SARSAT	D. Levesque (Cospas-Sarsat) FREM/CONF.9
15.45 - 16.15	-	Tea/coffee break	
16.15 - 16.30	-	GMDSS and maritime radio facilities in the Northern Indian Ocean sub-region (including the Arabian Sea, Persian Gulf and the Red Sea)	A. Blikrud (Norway) FREM/CONF.10
16.30 - 16.45	-	GMDSS and maritime radio facilities in the Western Indian Ocean sub-region (including Eastern Africa and Western/Central Indian Ocean Island States)	A. Blikrud (Norway) FREM/CONF.11
16.45 - 17.00	-	GMDSS and maritime radio facilities in the Eastern Indian Ocean sub-region (Myanmar, Indonesia and Australia)	A. Fuller (Inmarsat) FREM/CONF.12

Tuesday, 22 September 1998

Progress reports on national development of SAR organizations - GMDSS arrangements and facilities: Problems and needs

09.30 - 11.00	-	Brief reports by Western Indian Ocean countries represented (Eastern Africa and Western/Central Indian Ocean Island States)	
11.00 - 11.30	-	Coffee/tea break	
11.30 - 12.30	-	Brief reports by Northern Indian Ocean countries represented (Including the Arabian Sea, the Persian Gulf and the Red Sea countries)	
12.30 - 14.30	-	Lunch break	
14.30 - 15.00	-	Brief reports by Northern Indian Ocean countries (continued)	
15.00 - 16.00	-	Brief reports by Eastern Indian Ocean sub-regional countries represented (Myanmar, Indonesia and Australia)	
16.00 - 16.30	-	Tea/coffee break	
16.30 - 17.30	-	Discussion of SAR organizational problems, GMDSS shore-based facilities and related matters. Establishment of regional panels for the:	
	-	Western Indian Ocean sub-region;	
	-	Northern Indian Ocean sub-region; and	
	-	Eastern Indian Ocean sub-region	

Wednesday, 23 September 1998

Regional panel discussions

09.30 - 11.00 - Regional panel discussions:

- review of information contained in the SAR and GMDSS circulars relating to each sub-region
- review of national SAR areas of responsibility
- review of available GMDSS shore-based facilities in the sub-region
- review of the routing of distress and safety communications in the sub-region
- any additional recommendations by the regional panels
- review of arrangements for the co-ordination of the broadcast of Maritime Safety Information in each sub-region and recommendations for improvement, as necessary
- review of planned facilities in each sub-region
- identification of additional facilities required in the sub-region
- identification of training needs for countries in the sub-region
- review of co-operation agreements in each sub-region and recommendations for additional co-operation agreements, as necessary

11.00 - 11.30 - Coffee/tea break

11.20 - 12.30 - Regional panel discussions continued

12.30 - 14.30 - Lunch break

14.30 - 16.00 - Regional panel discussions continued

16.00 - 16.30 - Tea/coffee break

16.30 - 17.30 - Report by Chairmen of the regional panels - General discussions

Thursday, 24 September 1998

09.30 - 11.00 - Consideration of the Indian Ocean SAR plan:

- Preparation of integrated provisional SAR plan for the entire Indian Ocean
- Compatibility with aeronautical SAR plans
- Bilateral agreements on limits of SAR regions
- Co-operation between RCCs in:
 - SAR operations, combined training exercises
 - intercommunications, etc.
- Manning of RCCs
- Other matters related to the Indian Ocean SAR plan
- Establishment of Drafting Group(s) to prepare resolution(s) based on decisions taken

11.00 - 11.30 - Coffee/tea break

11.30 - 12.30 - Discussion on training and other technical co-operation in SAR and GMDSS needs in the Indian Ocean region

12.30 - 14.30 - Lunch break

14.30 - Field trip

Friday, 25 September 1998

10.00 - 11.00 - Introduction, consideration and adoption of Conference resolutions

11.00 - 11.30 - Coffee/tea break

11.30 - 12.30 - Introduction, consideration and adoption of Conference resolutions (continued)

12.30 - Award of certificates of attendance

Closure of the Conference

ANNEX 3**INFORMATION PROVIDED ON NATIONAL SAR/GMDSS FACILITIES****AUSTRALIA**

The National Authority for maritime SAR is Australian Search and Rescue (AusSAR). AusSAR is a division of the Australian Maritime Safety Authority and co-ordinates both maritime and aviation SAR. Essentially, the SRR is the Aviation Flight Information Region extending from the common SRR boundary between Indonesia and Australia to the Antarctic and from longitudes 75E to 163E. Australia has entered into formal SAR arrangements (maritime and aviation) with Indonesia and New Zealand and additionally, very shortly, is to sign arrangements with both South Africa and the Solomon Islands. Australia is currently negotiating an arrangement with New Caledonia and is hoping to enter into formal co-operative SAR agreements with La Réunion, Fiji, Mauritius, Sri Lanka and Papua New Guinea as soon as possible.

Australia maintains no vessels or aircraft dedicated to SAR purposes. Resources are obtained and used as circumstances dictate. When required, private resources are chartered and military facilities are made available when other civilian resources are not suitable. The Australian Ship Reporting System (AUSREP) allows for the ready identification of shipping that might be in a position to render assistance.

Australia has declared an A3 sea area for the GMDSS and GMDSS was fully implemented in the region in 1992. Australia has five Coast Radio Stations maintaining 24 hour watch on the distress and safety frequencies in the 2, 4, 6, 8, 12 and 16MHz bands. The Land Earth Station covering IOR and POR provides Inmarsat A, B, C, E, M and Aero coverage for distress alerting. Australia uses Inmarsat C SafetyNET system for MSI and SAR co-ordination.

Australia operates two LUTs, one in south-west Australia and one in eastern Australia. The LUTs are connected to the MCC co-located and operated by RCC staff. The MCC is also connected to and processes data from the LUT in New Zealand. The Australian MCC is a fully commissioned nodal MCC for the south-west Pacific region and currently accepts and processes alert and location data from Indonesia and Singapore LUTs. The Australian MCC service area in respect of alerts and location data includes Papua New Guinea, Solomon Islands, Nauru, Fiji, New Caledonia and New Zealand.

BANGLADESH

The National Co-ordinator for SAR is the Director General of Shipping.

The recently formed Coast Guard, together with the Bangladesh Navy, have responsibility for coastal SAR.

Surface SAR assets include two patrol boats, one rescue craft and high powered tugs operated by the Port Authority being brought into use in cases of emergency.

Additional surface SAR units are shortly to be provided by the Government.

Discussions are shortly to take place with the Air Force which operates helicopters at Chittagong with a view to including their assets into resources available for search and rescue.

A GMDSS Course will shortly commence at the Chittagong Marine Academy.

COMOROS

Comoros has to date not signed any of the IMO Conventions. Comoros has neither a SAR plan nor a coastguard. Maritime safety issues are currently under the responsibility of the Ministry of Defence and the President's office with assistance provided by the national police.

Comoros depends on assistance from other countries in general and France in particular for SAR operations.

Comoros, not having SAR resources, is very supportive of mutual co-operation with neighbouring States, particularly Madagascar, Mauritius and Réunion Island.

Because it is a poor country and lacks financial resources and technical expertise, Comoros is seeking support from IMO to establish search and rescue facilities with suitable craft and properly equipped MRCC.

FRANCE (RÉUNION, MAYOTTE)

The Prefect of Reunion is responsible for search and rescue, but the actual task is carried out by the Naval Commander. An MRCC has been established at Réunion and will become operational in 1999. The sea areas around the French territories in the Indian Ocean have been declared an A3 area.

A radio station incorporating MF and Inmarsat ship coast station (SES) will be replacing the existing coast radio station.

Additionally, there will be a 5 station VHF DSC network. One of these stations is already operational and the second one will be commissioned at the end of 1999.

France wishes to co-operate with all neighbouring States.

Surface facilities include one 10.5 m 25 knot lifeboat, two 101 metre 15 knot support vessels, one 80m 15 knot transport vessel, one 85m 13 knot patrol vessel, one 193 m 20 knot frigate, two 55m 25 knot patrol vessels and one 32 m 25 knot coastal patrol vessel.

Air assets include 2 fixed wing long range transport aircraft, 1 Alouette, 2 Air force helicopters and 1 Navy helicopter (located aboard above mentioned frigate).

INDIA

To date India has not ratified the 1979 SAR Convention but is working to do so in the near future. India has declared both its East and West Coasts as an A3 Area.

Whilst the Indian Coastguard is the National Search and Rescue Agency the Indian Navy is responsible for Air/Sea rescue.

Assets available for SAR include 17 fixed wing aircraft, 15 helicopters and 50 rescue vessels.

India has a total of 3 RCCs located at:

- (i) Mumbai (W. Coast)
- (ii) Channai (E. Coast)

(iii) Port Blair (Andaman Sea)

India envisages establishing 11 RSCs.

Additionally, India operates a coast Earth station (CES) at Arvi (Inmarsat) and an MCC at Bangalore and Lucknow.

Further, there is a total 8 Coast Radio stations (CRSs) located at Kandla, Mumbai, Goa, Cochin, Chennai, Visakhapatnam, Calcutta and Port Blair.

Mumbai and Chennai have Navtex stations and both will be equipped with MF/HF DSC before 1 February 1999.

Navigational Warnings/Met Information and SAR Alerts are promulgated through NAVTEX, Inmarsat and EGC SafetyNet system.

205 Indian registered ships (some 48%) are already fitted with GMDSS.

Both the Indian Coastguard and Indian Navy have for many years been running training courses for SAR personnel.

INDONESIA

In order to comply with both IMO and ICAO requirements, Indonesia in 1972 established the National SAR Agency, Badan SAR.

This National SAR Agency operates 4 RCCs and 15 RSCs all of which are manned continuously.

Indonesia recognized the benefits of bilateral agreements and has entered into such agreements with Singapore, Malaysia, Australia and the United States.

Indonesia has yet to ratify the 1979 SAR Convention.

The National SAR Agency operates the COSPAS-SARSAT system with the Local User Terminals (LUTs) located in Jakarta (Basarnas HQ) and Ambon (Ambon RSC).

Basarnas and Jakarta RCCs can receive distress calls from ships.

Additionally, Indonesia operates 31 RSCs, but not all of these maintain a 24-hour watch.

Indonesia is intending to establish a ship reporting system.

Assets used for SAR include Air force and Navy fixed and rotary wing aircraft, Navy, Police and Customs patrol boats.

The majority of accidents in Indonesian waters involve small ships and fishing vessels, i.e. all non-SOLAS ships. This makes a rapid response and conducting of SAR operations difficult.

IRAN, ISLAMIC REPUBLIC OF

Iran acceded to the International Convention on Maritime Search and Rescue in September 1995.

In accordance with the provisions of this Convention, Iran has commenced work on plans for the conduct of search and rescue operations.

To date, RCCs have been established along the coast in the Persian Gulf and Gulf of Oman at Cha Bahar (MRCC), Bandar Abbas (MRSC) and Bushehr (MRSC). Navtex stations have been established at the ports of Bandar Abbas and Bushehr. There is also a Rescue Sub-Centre (MRSC) at Anzali on the Caspian Sea Coast.

Iran has established a Satellite Coast Earth station at Boon-e-hen for providing Inmarsat A and C services.

The Search and Rescue Centres on the Northern Coast of the Persian Gulf and Gulf of Oman have HF MF and VHF(DSC).

In addition, to increase safety standards in respect of non-convention ships, Iran has equipped more than 4,000 such vessels operating in the Persian Gulf, with VHF and safety equipment.

Iran aims to fit GMDSS equipment aboard all Iranian registered ships to which the SOLAS Convention applies by not later than 1 February 1999.

To date more than 85% of Iranian ships already comply with the requirements laid down in revised chapter IV of SOLAS.

In the last 3 years 207 lives have been saved by the Iranian Search and Rescue organization.

SAR assets available include rescue and patrol boats, Naval ships, aircraft and helicopters belonging to the Air force. Additional units available include buoy tenders, pilot vessels and tugs.

KENYA

Since 1992 when Kenya ratified the 1979 SAR Convention, it has been revising its legislation on maritime matters, by, inter alia, incorporating SAR regulations.

SAR operations are currently conducted jointly by the Kenyan Ports Authority and Kenyan Navy.

Other organizations providing assets for search and rescue include the Civil Aviation Authority, Kenyan Air Force, the Kenyan Police and various other voluntary bodies.

Assets available for use in SAR missions include seven long range seagoing tugs and four pilot boats owned by the Kenyan Ports Authority. Additional assets include Naval vessels and helicopters and aircraft owned by the Police Department.

Kenya has established a SAR Contingency Plan and is presently developing a Regional SAR Plan throughout East Africa with other countries in the region.

Kenyan Posts and Telecommunications provide the communication lines necessary for SAR operations.

Lastly, Kenya has plans in the near future to provide GMDSS DSC operation covering the Kenyan A1 and A2 Areas.

MALDIVES

The Republic of the Maldives comprises a group of 202 inhabited and 188 uninhabited coral islands spanning some 90,000 square kilometres of the Indian Ocean.

The different units of the armed forces in the Maldives work under a centralized command known as the National Security Service (NSS) and in addition to their security duties, carry out other functions such as disaster relief, fire fighting, etc. It is also responsible for maritime search and rescue. On the sea great dependence is put on traditional wooden sailing boats, many of which have now been fitted with engines and do fulfill an important function to the Maldives Government, but few, if any, are equipped with radio, let alone VHF/DF MF/DF.

The Coastguard of the NSS co-ordinates search and rescue.

In the next 5 years the National Security Service is planning to obtain seaplanes for SAR operations. Additionally, each of the five areas, into which the country has been divided for administrative purposes, will be equipped with MF and VHF Radio stations and radar. Lastly, it is hoped to provide each of the 5 areas with a Coastguard cutter fitted with VHF.

MAURITIUS

Conscious of the need to provide a SAR response in the 1.8 million square kilometres of Mauritian territorial sea which contains major shipping lanes, Mauritius has established a national Coastguard of some 800 personnel with the primary role of search and rescue. Assets include 1 Offshore Patrol Vessel (OPV), 1 Inshore Patrol Vessel (IPV), 2 fixed wing aeroplanes and 2 helicopters. Other fast patrol boats (FPB) and speed boats are located around the island. The RCC is manned 24 hours a day.

Additionally, as required, assets from the port authority, civil aviation and fishermen are used in SAR missions.

Mauritius plans to declare A1 and A2 sea areas before 1 February 1999.

MOZAMBIQUE

In 1994, Mozambique established SAFMAR an Autonomous body under the Minister of Transport and Communications.

Mozambique is in the process of ratifying a number of IMO Conventions and in parallel updating that national legislation relating to maritime matters.

Mozambique fully supports regional co-operation and indeed has already participated in regional meetings on maritime matters.

The Mozambican Authority is currently establishing a Maritime Communications network which is scheduled to be completed towards the end of 1998. To properly man the new communications network, SAFMAR has trained Radio Operators and SAR Training courses have taken place at the National Nautical School.

OMAN

SAR requirements are provided by the Navy, Air force and Coastguard. The RCC is operated by the Air force.

All surface SAR assets are below 1400 tonnes which constrains operations in really severe weather. Airborne SAR assets comprise of helicopters but these are restricted to a radius of 100 miles from their base.

All Oman's vessels comply with the GMDSS requirements.

Oman has an RCC (Muscat Radio A4m) which co-ordinates all SAR operations and also provides ship to shore communications, navigational warnings, medical advice (gratis) and weather information (on request).

There are other radio stations at Wathya Station, Khatab, Alashkava and Salalah.

Oman is seeking technical and financial assistance from IMO for restructuring its marine communications to meet its responsibilities in respect of the GMDSS.

PAKISTAN

Pakistan's Maritime Security Agency (MSA) is responsible for maritime SAR. Its surface units include 4 corvettes, 2 Fast Patrol Boats (FPB) and its air units comprise of 2 Norman Defender Aircraft.

Both the Pakistani Air Force and Navy have additional resources available for SAR work, which in the case of the air force, includes a squadron of SAR helicopters.

For communications, the Civil Aviation Authority maintains its own RCC for receiving distress signals.

SUPARCO Lahore has established a COSPAS-SARSAT ground station capable of receiving distress signals transmitted on 406MHz.

The MSA has installed Inmarsat 'C' system at its headquarters which will allow distress messages to be received direct.

Presently no coast radio stations (CRS) are equipped for the GMDSS.

The prevailing economic crisis in Pakistan has precluded much progress being made with the GMDSS and it may take some time before the planned comprehensive SAR Network is in place.

It is intended to provide Inmarsat 'C' on all MSA Corvettes and at all Coastal Bases for the SAR Network.

Pakistan has identified the need for and requests technical and financial assistance:

- to equip MRCC and MRSC: for SAR and GMDSS purposes
- to train personnel for both SAR and the GMDSS
- to equip the Pakistani fishing fleet with appropriate communications and life-saving equipment.

SEYCHELLES

At the end of 1996, Seychelles Coastguard (SCG) established a Maritime Rescue Co-ordination Centre (MRCC) and took on the responsibility for Search and Rescue which previously had been undertaken by the Ports Authority.

The MRCC has been structured on the guidelines provided by IMO. SCG officers and ratings are trained locally in SAR subjects. The Coastguard vessels are berthed adjacent to the MRCC, the largest of which is a 250 tonne patrol vessel with an endurance of 2,000 nautical miles at 8 knots. In addition, there are two 135 tonne patrol vessels. SCG can call on three fixed wing aircraft for SAR missions but these assets are not exclusively dedicated to the Coastguard.

Seychelles is very supportive of the regional co-operation concept.

Regarding the GMDSS, Seychelles has determined what is necessary both for its ships and ashore, but progress to achieve what is required has been slow due to lack of funding.

With this background, Seychelles acknowledges that SAR incidents 250 miles or more offshore will require assistance from adjacent MRCCs. To this end Seychelles is keen to enter into agreements with other MRCCs for search and rescue and for joint training and exercises.

SOUTH AFRICA

The South African Maritime Safety Authority (SAMSA) took over responsibility for search and rescue (SAR) in April 1998. It was decided to split the South African Search and Rescue organization (SASAR) into aeronautical and maritime SAR services.

The Aeronautical Search and Rescue component of SASAR, together with the Aeronautical Rescue Co-ordination Centre (ARCC) and the Aeronautical Rescue Sub Centres (ARSC) are managed by the Navigational Services Company (ATNS).

The maritime component is managed by a Maritime Manager, with the specific function of ensuring the efficient operation of Maritime SAR in the South African area of responsibility.

South Africa has declared a Sea Area A3 which is operational and provides the following coverage:

- HF DSC monitored at Cape Town Radio on the allocated 4MHz, 6MHz, 8MHz, 12MHz and 16MHz channels with transmitter and receiver availability for follow-up communications on the subsequent R/T and NBDP frequencies.
- The HF DSC frequencies are monitored at two receiving sites (Cape Town and Yzerfontein) which are about 60Kms apart . Each channel is individually monitored.
- A 10kW transmitter at Killipheuwel transmitter station 35Kms from Cape Town is used for acknowledgements, relays and subsequent communications.
- Fully duplicated DSC Modems, Power Supplies and PC workstations are provided.
- A full ship station for testing purposes has been provided at Cape Town Radio.
- MSI via SafetyNet is broadcast daily at advertised times via Station 12, Burum on the Atlantic Ocean Region (East) and Indian Ocean Region satellites to cover Navarea VII and Metarea VII.

- Navtex transmissions are provided for on 518kHz via Cape Town Radio, Port Elizabeth Radio and Durban Radio.
- A COSPAS-SARSAT single LUT and MCC have been ordered for installation at Cape Town Radio and operational commissioning is expected to commence in February 1999. After the necessary arrangements between SAMSA and COSPAS/SARSAT, it is proposed to connect to the Australian Nodal MCC.
- Traditional watchkeeping on channel 16 and 2182kHz continues at 38 Radio Sites around the South African Coastline.
- Dissemination of MSI via Radiotelephone, Telex over radio and, (until March 1999) Morse Telegraphy, continues.
- Watchkeeping on 500kHz Morse Telegraphy will cease at midnight UTC on 31 March 1999.
- There are no plans for Area A2 or A1 coverage at this stage.

SRI LANKA

Maritime distress and safety communications are provided through the Colombo (MF/HF/VHF) and Galle (VHF only) Coast radio stations (CRS) respectively.

All distress traffic is received by Colombo CRS which maintains a 24 hour radio watch.

Weather forecasts and navigational warnings are broadcast twice daily in the MF and HF bands from Colombo CRS.

Of the 62 ships registered under the Sri Lankan flag, 49 are ships to which the SOLAS Convention applies. Of these 22 are currently fitted with GMDSS.

There are some 360 fishing vessels operating in Sri Lankan waters but they are excluded from compliance with the SOLAS Convention. No national decision has yet been made concerning the requirement for these vessels to be GMDSS equipped.

The lack of funding for GMDSS equipment both ashore and afloat has been the primary reason for lack of progress.

THAILAND

In 1978 Thailand established a Search and Rescue Organization embracing both maritime and aeronautical operations with the Department of Aviation designated as the National SAR Agency.

Bangkok RCC has been designated the Rescue Co-ordination Centre. Assets used to prosecute SAR operations are the Royal Thai Navy, Royal Thai Airforce and the Maritime Police.

There is radio communication with neighbouring RCCs through AFTN circuits, direct speech and telex.

Since 1980 Thai SAR units have exercised yearly in various locations within the region.

UNITED KINGDOM (BRITISH INDIAN OCEAN TERRITORY)

The British Indian Ocean Territory (BIOT) comprises 56 islands with only one, Diego Garcia, populated. There is a port and small airfield on Diego Garcia but there are insufficient resources to establish an RCC.

Notwithstanding this, in the event of an emergency at sea, subject to assets being available, BIOT would willingly deploy them to assist.

Diego Garcia maintains a 24-watch on 2182kHz (airport control) and VHF on 16 (port control).

The British Representative is contactable by telephone on 370-3500 and by facsimile machine on 370-3943.

UNITED REPUBLIC OF TANZANIA

The Government of Tanzania is committed to working towards achieving safety in shipping and to keeping the oceans clean.

In order to achieve this, the Government is in the process of establishing an autonomous Maritime Administration (Tanzania Maritime Authority).

Due to the burgeoning of human habitation and economic activities along the Tanzanian sea coast, there has been a corresponding increase in the levels of pollution from domestic sewage, industrial effluent, oily water discharges from ships and from fertilizers and pesticides. The Tanzanian Merchant Shipping Acts have not yet been enacted to address this problem.

The Tanzanian government is aware of this shortcoming and that it has not yet ratified a number of IMO Conventions, particularly the 1974 SOLAS Convention as amended by the 1978 protocol. To this end a bill has been drawn up and will be put before Parliament before July 1999 to enable these conventions to be ratified.

It is intended to have the Maritime SAR Plan in place by the end of 1999.

Further, the Government of Tanzania has received from South Africa, a proposal for a bilateral agreement for both Maritime and Aeronautical Search and Rescue.

There are no GMDSS facilities in Tanzania but the first GMDSS course is being run at the Dar-es-Salaam Maritime Institute using simulators.

Tanzania, whilst progressing a SAR plan, anticipates facing a shortage of hardware and facilities which may take a long time to acquire without assistance.

Despite having to adopt this pragmatic attitude, Tanzania is fully aware that it is in the country's interest to have the necessary equipment and personnel in place to permit them to comply with the SAR Convention.

To date Tanzania has not established a maritime SAR Organization by law and depends on the Marine Police and the Navy for such services.

The inadequacy of the national SAR services was brought home in 1996 when a ferry accident on Lake Victoria resulted in the death of more than 500 persons.

Accordingly, the Government of Tanzania is currently taking the following steps to:

- (i) introduce a Maritime Authority with primary responsibility for overseeing maritime safety;
- (ii) ratify the relevant IMO safety conventions;
- (iii) establish a maritime SAR plan.

YEMEN

Currently the Republic of Yemen has not acceded to or ratified a number of conventions including the SOLAS Convention but negotiations between Yemen and IMO's Legal Division are taking place with a view to doing this. The SAR Convention is included in the list of conventions to be ratified.

To date the Republic of Yemen has no dedicated SAR assets, nor a fully operational GMDSS shore-based facilities.

Nevertheless, the Republic of Yemen is conscious of its strategic location with its coastline adjacent to one of the busiest shipping lanes in the world and wishes to fulfill its obligations.

However, when SAR incidents occur they can be responded to on the surface by harbour tugs and fishing vessels and from the air by using helicopters from the armed forces.

Yemen provides VHF radio coverage from 3 ports on the Red Sea Coast and 3 ports on the Gulf of Aden. Additionally, there is a CRS at Aden which needs some upgrading and discussions are in hand to achieve this.

The Republic of Yemen over the next 2 years plans to establish an RCC in Aden which will be continuously manned.

ANNEX 4**REPORT OF THE
WESTERN INDIAN OCEAN PANEL**

- 1 The Panel met with Cdr. A. Fuller (Inmarsat) acting as Rapporteur.
- 2 The following countries participated in the work of the Committee:

FRANCE (LA RÉUNION, MAYOTTE, TAAF)
KENYA
MAURITIUS
MOZAMBIQUE
SEYCHELLES
SOUTH AFRICA
UNITED REPUBLIC OF TANZANIA

- 3 Madagascar and Somalia, whose SRRs lie within the area under consideration, were not represented.

Identification of RCCs and their provisional areas of responsibility

- 4 The Western Indian Ocean sub-region countries present at the Conference considered the provisional maritime Search and Rescue Regions (SRRs) which had been developed by the Western Indian Ocean, Persian Gulf and Red Sea Conference on Maritime Search and Rescue and the GMDSS (Cape Town, 2-6 September 1996) with a view to confirming or adjusting, as necessary, the provisional national SRRs.

- 5 The Panel noted that SAR.2/Circ.5 now required revision and that the information necessary for updating it had been provided in national presentations during the plenary sessions.

- 6 The outcome of the 1996 Cape Town Conference relevant to the countries concerned was agreed by the Panel without change, except for the area provisionally allocated to Mauritius.

- 7 In this regard, Mauritius observed that certain areas of its EEZ were not completely aligned with the Search and Rescue region proposed by the Cape Town Conference and that it would be necessary to adjust the common boundaries between Mauritius, Seychelles, Maldives, Australia and Madagascar to achieve such alignment. It was also noted that the proposed Mauritius SRRs were not aligned with those already established for aeronautical purposes. Mauritius therefore reserved its position in relation to the delimitation of SRRs proposed by the Cape Town Conference.

- 8 The Panel noted that the Comoros and Mayotte (France) lie within the SRR provisionally allocated to Madagascar. Terres Australes et Antarctiques Françaises (TAAF), except St. Paul and Amsterdam, are included in the SRR provisionally allocated to La Réunion.

- 9 The Panel made no adjustment to the provisional SRR allocated to Somalia by the Cape Town Conference and accepted the co-ordinates of that region without change.

- 10 Each country provisionally accepted responsibility for the SRR indicated in the appendix.

Arrangements for the provision and co-ordination of SAR services

11 Noting the example bi-lateral SAR agreement given in the annex to Resolution 2 a number of countries expressed the view that they currently enjoy good operational relations with adjacent countries but that it could be advantageous to conclude more formal arrangements in the future.

SAR communication networks

12 Countries in the region have already established GMDSS shore-based facilities or are planning to do so. The Distress Alert Distribution network is satisfactory and utilizes landline communications links, in particular telephone and fax.

13 The Panel considers it vital to keep the list of SAR Points of Contact (SPOC) up to date and agreed on the desirability of instituting regular communications checks to achieve this. In this regard it was noted that some countries bordering the North Atlantic conduct such a check on a monthly basis, taking it in turn to initiate the process on each occasion. South Africa undertook to commence a similar process among the countries of the Western Indian Ocean region.

COSPAS-SARSAT

14 The Panel noted that there are currently no COSPAS-SARSAT LUTs providing real-time alert coverage to the region. The information that South Africa intends to establish an LUT in Cape Town was noted with appreciation.

SAR facilities

15 The Panel agreed that the extensive MSRRs in the region make it difficult to provide complete coverage with available SAR units. It was agreed that there is a significant need for close co-operation to pool resources in the more distant areas.

16 Regarding the need of countries in the region for SAR resources, the Panel felt that priority should be given to the establishment and regular exercising of RCCs. Such exercises would not only serve as important training aids but also maximize the value of the existing resources in the region. Inter-RCC co-ordination and sharing of resources could thereby be enhanced.

17 In this regard, the Comoros stated that they wish to establish a search and rescue facility and intend to discuss with other countries in the region the provision of resources, training and operations.

SAR training requirements

18 Countries in the region considered various aspects of SAR training and identified their needs as given in annex 8.

19 In this regard, South Africa stated that it had expertise and was prepared to offer assistance to countries in the region. This could include advice and training in SAR management, co-ordination and operations. However, the South African agencies involved are not currently funded to provide such vital assistance. Potential trainees would therefore have to cover their own travel and subsistence costs. Countries which are able to arrange funding (from international, national or other sources) are invited to send official requests for such training or assistance to the relevant authority in

South Africa*. Others may apply for assistance to IMO which may be in a position to offer limited assistance through its ITCP.

Registration Databases

20 The Panel discussed the status of registration databases and the allocation of Maritime Mobile Service Identities (MMSI) in their countries. Some countries do not yet allocate MMSIs but noted that they were likely to need to do so in the future. The requirement for comprehensive and efficient databases, available on a 24-hour basis for consultation by RCCs was considered to be particularly important.

* SASAR Secretariat
Department of Transport
Private Bag X 193
Pretoria 0001
South Africa

APPENDIX

EASTERN AND SOUTHERN AFRICA PROVISIONAL SAR PLAN

SOMALIA

- a) Somalia land boundary with Kenya
- b) 02°00' S e) 12°00'N
42°00'E 60°00'E
- c) 02°00'S f) 12°00'N
44°00'E 12°51.35'E
- d) 10°42'N g) 12°11'N
60°00'E 50°46'E
- h) the coastline, Somalia land boundary with Djibouti

KENYA

- a) Kenya land boundary with Somalia
- b) 02°00'S d) 04°42'S
42°00'E 44°00'E
- c) 02°00'S e) 04°42'S
44°00'E 39°14'E

MOZAMBIQUE

- a) 10°25'S d) 20°00'S
40°30'E 40°00'E
- b) 11°00'S e) 26°50'S
41°30'E 40°00'E
- c) 15°00'S f) 26°50'S
43°00'E 32°52'E

UNITED REPUBLIC OF TANZANIA

- a) 04°42'S d) 11°00'S
39°14'E 41°30'E
- b) 04°42'S e) 10°25'S
44°00'E 40°30'E
- c) 10°20'S
44°00'E

MADAGASCAR

a)	10°20'S 55°00'E	d)	30°00'S 52°00'E	g)	15°00'S 43°00'E
b)	19°00'S 55°00'E	e)	30°00'S 40°00'E	h)	11°00'S 41°30'E
c)	19°00'S 52°00'E	f)	20°00'S 40°00'E	i)	10°20'S 44°00'E

MAURITIUS

a)	06°00'S 60°00'E	d)	35°00'S 60°00'E	g)	10°22'S 55°00'E
b)	06°00'S 75°00'E	e)	24°30'S 60°00'E	h)	10°20'S 60°00'E
c)	35°00'S 75°00'E	f)	19°00'S 55°00'E		

SEYCHELLES

a)	02°00'S 44°00'E	c)	10°20'S 60°00'E
b)	10°42'N 60°00'E	d)	10°20'S 44°00'E

FRANCE

a)	35°00'S 60°00'E	d)	50°00'S 45°00'E	g)	19°00'S 52°00'E
b)	35°00'S 75°00'E	e)	30°00'S 45°00'E	h)	19°00'S 55°00'E
c)	50°00'S 75°00'E	f)	30°00'S 52°00'E	i)	24°30'S 60°00'E

SOUTH AFRICA

- | | | | | | |
|----|--------------------|----|--------------------|----|------------|
| a) | 26°50'S
33°00'E | d) | 30°00'S
45°00'E | g) | South Pole |
| b) | 26°50'S
40°00'E | e) | 50°00'S
45°00'E | | |
| c) | 30°00'S
40°00'E | f) | 50°00'S
75°00'E | | |

ANNEX 5**REPORT OF THE
NORTHERN INDIAN OCEAN COUNTRIES PANEL**

- 1 The Panel met with M. Jean-Marc Schindler (France) acting as Rapporteur.
- 2 The following countries participated in the work of the Panel:

BANGLADESH	PAKISTAN
INDIA	SRI LANKA
IRAN (ISLAMIC REPUBLIC OF)	YEMEN
MALDIVES	

Review of information contained in the SAR and GMDSS Circulars

- 3 The panel, having noted information provided by the Secretariat on GMDSS/Circ. 7/Corr 5, which had recently been issued, requested all participants to advise the Secretariat of any updated information they may have for that circular and for SAR.2 and 3 circulars.
- 4 The panel also reviewed the COSPAS/SARSAT documents on SAR points of contact (SPOCs) and on points of contact for 406 Mhz beacon registers.

Review of national SAR areas of responsibility:

- 5 The panel agreed to apply, as appropriate, the following basic principles:
 - to stick, as far as possible, to the delimitations developed by the Tokyo and Cape Town Conferences;
 - to follow, as far as practical, the flight information regions (FIRs).
- 6 Search and rescue regions (SRRs) were considered on a provisional basis as indicated in the appendix to this annex. The panel requested the Secretariat to include a photocopy of the relevant chart in the resolution on the adoption of the provisional SAR plan.
- 7 In the opinion of the Government of India, the acceptance of very large areas for search and rescue responsibility by many countries in the region, with limited SAR resources, would preclude direct intervention in the event of an incident. The Members of the panel agreed that, in view of the vastness of many of the SRRs, countries can only be expected to co-ordinate SAR operations in those areas using, where available, other ships in the vicinity.
- 8 While confirming in general the delimitation of SRRs developed by the Tokyo and Cape Town Conferences, it was indicated that there might be a need for consultation between specific countries on certain details, the outcome of which would be communicated to the Secretary-General of IMO in accordance with the provisions of the SAR Convention.

Review of planned and available GMDSS shore-based facilities

- 9 An overview of planned and operational GMDSS shore-based facilities based on the written presentation by Governments in plenary is given in annex 9.

Routing of distress and safety communications

10 The panel recommended that the appropriate IMO body consider the question of land line charges between an Inmarsat coast earth station (CES) and a rescue co-ordinating centre (RCC) in another country for the routing of distress and safety communications.

Review of arrangements for the co-ordination of the broadcast of maritime safety information (MSI)

11 The panel, recalling the information provided in plenary by the NAVAREA Co-ordinators, considered the present arrangements to be adequate.

Identification of training needs

12 An overview of the SAR training needs identified by the panel is given in annex 8.

Review of co-operation agreements

13 The panel suggested that the World Maritime Prize of IMO could be presented to an organisation, a State or a person, who had carried out successful SAR missions.

14 The panel further suggested that IMO prepare a form to be used by countries to report on their SAR experiences in order to share experiences leading to more co-operation and improvement of SAR operations.

APPENDIX 1**YEMEN****.1 Gulf of Aden**

The area bounded by a line connecting the following geographical positions will constitute the SAR region of Yemen in this area:

- | | |
|------------------------|------------------------|
| (a) 12°45'N
43°15'E | (d) 12°11'N
50°46'E |
| (b) 12°10'N
44°03'E | (e) 12°00'N
51°35'E |
| (c) 11°45'N
44°11'E | (f) 12°00'N
60°00'E |

.2 Southern part of the Red Sea

A disputed area exists in this part.

Approximate co-ordinates given by Eritrea

- (a) 12°45'N
43°15'E
- (b) 14°07'N
42°55'E
- (c) 18°50'N
38°15'E

Approximate co-ordinates given by Yemen

Continue from the last position between Djibouti and Yemen

(12°10'N 44°03'E)

to

Middle of Bab-el-Mandab

(equidistant between Djibouti and Yemen (12°36'N 43°18'7E) Northwards to a position equidistant between Yemen and Eritrea (13°03.5'N 43°08'E) Northwards to (equidistant) between the Yemeni Island Huneish Al-Kubra and Eritrea (13°35.8'N 42°29.3'E) then Northwards in a straight line to position between Sudan and Saudi Arabia (20°00'N 38°30'E).

Statements made by the delegations of Eritrea and Yemen are reproduced at appendices 1 and 2 of this annex respectively.

.3 Northern and Central part of the Red Sea and the Gulf of Aquaba

The basic principle of an equidistant line was agreed for the north and central parts.

This basic principle was also applied to the south central part, subject to acceptance by the Government of Sudan.

Saudi Arabia stated that their position will be provided to the Secretariat in due course.

OMAN

Iran – Oman

1.	26° 14' 45 N	55° 42' 15 E
2.	26° 16' 35 N	55° 47' 45 E
3.	26° 26.5' N	56° 04.0' E
4.	26° 32.5' N	56° 10.5' E
5.	26° 40' N	56° 28' E
6.	26° 38.5' N	56° 36' E
7.	26° 29.5' N	56° 42.5' E
8.	25° 25.5' N	56° 57.5' E
9.	25° 05' N	57° 15' E
10.	23° 00' N	61° 30' E

IRAN

Saudi Arabia - Iran (provided by the delegation of Iran)

1.	27° 10' 00 N	50° 54' 00 E
2.	27° 18' 05 N	50° 45' 05 E
3.	27° 26' 05 N	50° 37' 00 E
4.	27° 56' 05 N	50° 17' 05 E
5.	28° 08' 05 N	50° 06' 05 E
6.	28° 17' 06 N	49° 56' 02 E
7.	28° 21' 00 N	49° 50' 09 E
8.	28° 24' 07 N	49° 47' 08 E
9.	28° 24' 07 N	49° 42' 00 E
10.	28° 27' 09 N	49° 39' 07 E
11.	28° 34' 08 N	49° 36' 02 E
12.	28° 37' 02 N	49° 33' 05 E
13.	28° 40' 09 N	49° 34' 03 E
14.	28° 41' 03 N	

Bahrain - Iran (provided by the delegation of Iran)

1.	27° 02' 46 N	51° 05' 54 E
2.	27° 06' 30 N	50° 57' 00 E
3.	27° 10' 00 N	50° 54' 00 E

Qatar - Iran (provided by the delegation of Iran)

1.	27° 00' 35 N	51° 23' 00 E
2.	26° 56' 20 N	51° 44' 05 E
3.	26° 33' 25 N	52° 12' 10 E
4.	26° 06' 20 N	52° 42' 30 E
5.	25° 31' 50 N	53° 02' 05 E

UAE - Iran (provided by the delegation of Iran)

1.	25° 38' 13 N	54° 05' 16 E
2.	25° 39' 55 N	54° 26' 18 E
3.	25° 41' 35 N	54° 30' 25 E
4.	25° 47' 20 N	54° 44' 50 E
5.	25° 47' 30 N	54° 45' 07 E

Iran - Oman

1.	26° 14' 45 N	55° 42' 15 E
2.	26° 16' 35 N	55° 47' 45 E
3.	26° 26.5' N	56° 04.0' E
4.	26° 32.5' N	56° 10.5' E
5.	26° 40' N	56° 28' E
6.	26° 38.5' N	56° 36' E
7.	26° 29.5' N	56° 42.5' E
8.	25° 25.5' N	56° 57.5' E
9.	25° 05' N	57° 15' E
10.	23° 00' N	61° 30' E

Qatar-United Arab Emirates

1.	25° 31.50'N	53° 0.05'E
2.	25° 05.54'N	52° 36.50'E
3.	24° 48.40'N	52° 16.20'E
4.	24° 38.20'N	51° 28.05'E

PAKISTAN

The Pakistan MSRR is bounded by a line connecting the following geographical positions:

- | | | | |
|--|---------------|---|-----------|
| (1) Coastal border between Iran and Pakistan | (4) 20° 00' N | 60° 00' E | |
| (2) 23° 00' N | 61° 30' E | (5) 12°.00' N | 60° 00' E |
| (3) 20° 00' N | 61° 30' E | (6) 12° 00' N | 63° 00' E |
| | | (7) Coastal border between India and Pakistan | |

INDIA

The India MSRR is bounded by a line connecting the following geographical positions:

- | | |
|---|---------------------------|
| (1) Coastal border between India and Pakistan | (7) 8° 00' N, 73° 00' E |
| (2) 12° 00' N, 63° 00' E | (8) 6° 00' N, 78° 00' E |
| (3) 12° 00' N, 60° 00' E | (9) 10° 00' N, 80° 00' E |
| (4) 6° 00' S, 60° 00' E | (10) 10° 00' N, 82° 00' E |
| (5) 6° 00' S, 68° 00' E | (11) 6° 00' N, 92° 00' E |
| (6) 0° 00' S, 68° 00' E | (12) 6° 00' N, 97° 32' E |

Note: Northwards of positions (9) to (12) in the Bay of Bengal and Andaman Sea the area outside the limits of the designated areas of other littoral countries.

MALDIVES

The Maldives MSRR is bounded by a line connecting the following geographical positions:

- | | |
|-------------------------|-------------------------|
| (1) 8° 00' N, 73° 00' E | (4) 6° 00' S, 75° 00' E |
| (2) 6° 00' N, 78° 00' E | (5) 6° 00' S, 68° 00' E |
| (3) 2° 00' S, 78° 00' E | (6) 0° 00' S, 68° 00' E |

SRI LANKA

The Sri Lanka MSRR is bounded by a line connecting the following geographical positions:

- | | |
|--------------------------|-------------------------|
| (1) 10° 00' N, 80° 00' E | (4) 2° 00' S, 92° 00' E |
| (2) 10° 00' N, 82° 00' E | (5) 2° 00' S, 78° 00' E |
| (3) 6° 00' N, 92° 00' E | (6) 6° 00' N, 78° 00' E |

BANGLADESH

The Bangladesh MSRR is bounded by a line connecting the following geographical positions:

- (1) Coastal border between Bangladesh and India
- (2) 18° 00' N 89° 00' E
- (3) 18° 00' N at the limit of Myanmar territorial waters.

The line then follows:

- (4) the limit of Myanmar territorial waters to the seaward boundary between Bangladesh and Myanmar; and along
- (5) the seaward boundary between Bangladesh and Myanmar to the coast.

MALAYSIA

The Malaysia MSRR in the Andaman Sea and Malacca Strait is bounded by a line connecting the following geographical positions:

- | | |
|--|----------------------------|
| (1) Along seaward border between Thailand and Malaysia | (7) 06° 00' N, 97° 30' E |
| (2) 06° 30' N, 99° 00' E | (8) 01° 39' N, 102° 10' E |
| (3) 07° 15' N, 98° 00' E | (9) 01° 13' N, 103° 30' E |
| (4) 10° 00' N, 96° 30' E | (10) 01° 17' N, 103° 36' E |
| (5) 10° 00' N, 94° 25' E | |
| (6) 06° 00' N, 94° 25' E | |

INDONESIA

The Indonesian MSRR is bounded by a line connecting the following geographical positions:

- | | |
|---|--|
| (1) The coastal border between Malaysia and Indonesia (Tg.DATU) | (16) 12° 00' S, 123° 20' E |
| (2) 06° 17' N, 109° 30' E | (17) 09° 20' S, 126° 50' E |
| (3) 06° 00' N, 106° 00' E | (18) 07° 00' S, 135° 00' E |
| (4) 04° 00' N, 105° 05' E | (19) 09° 50' S, 138° 40' E |
| (5) 01° 54' N, 105° 05' E | (20) 09° 50' S, 141° 00' E |
| (6) 01° 23' N, 104° 30' E | (21) The coastal border between Indonesia and Papua New Guinea (Torres Strait) |

- | | | | | | |
|------|------------|------------|------|---|------------|
| (7) | 01° 13' N, | 104° 13' E | (22) | The coastal border between
Indonesia and Papua New Guinea
(Pacific) | |
| (8) | 01° 17' N | 104° 05' E | (23) | 03° 30' N, | 141° 00' E |
| (9) | 01° 17' N | 103° 36' E | (24) | 03° 30' N, | 132° 00' E |
| (10) | 01° 13' N | 103° 30' E | (25) | 06° 00' N, | 132° 00' E |
| (11) | 01° 39' N | 102° 10' E | (26) | 06° 00' N, | 130° 00' E |
| (12) | 06° 00' N | 97° 30' E | (27) | 04° 24' N, | 120° 00' E |
| (13) | 06° 00' N | 92° 00' E | (28) | 04° 00' N, | 120° 00' E |
| (14) | 02° 00' S | 92° 00' E | (29) | 04° 00' N, | 118° 00' E |
| (15) | 12° 00' S, | 107° 00' E | (30) | The coastal border between
Indonesia and Malaysia | |

ANNEX 6**REPORT OF THE EAST INDIAN OCEAN PANEL**

1 The panel met with Mr. U. Hallberg (Sweden) acting as the Rapporteur.

2 The following countries participated in the work of the panel:

AUSTRALIA
FRANCE
INDONESIA

THAILAND
UNITED KINGDOM

3 **Review of information contained in the SAR and GMDSS circulars relating to the sub-region**

All participating States have submitted up to date information to IMO for inclusion in the relevant circulars. Copies of the information are also submitted to the Admiralty List of Radio Signals vol 5. Information from France and the representative of the United Kingdom are given in appendices 2 and 3 to this annex.

4 **Review of national SAR areas of responsibility, Search and Rescue Regions (SRRs)**

The existing SRR as shown on the chart and with co-ordinates given in appendix 1, are at present accepted by all participants. However, Australia and Indonesia will discuss some minor alterations around a number of islands where the SRR boundaries and the territorial boundaries conflict. Thailand also has the intention to discuss with Malaysia and Indonesia on the delimitation of SRRs in the North Malacca Straits (appendix 4).

5 **Review of available GMDSS shore based facilities in the sub-region**

The group was of the opinion that there is or will shortly be sufficient shore based facilities in the sub-region (annex 9).

6 **Review of the routing of distress and safety communications in the sub-region**

The panel agreed that there was no problem in routing distress and safety communications in the region except occasional difficulty with communicating in English.

7 **Recommendation by the panel**

Further improvement in the use of the English language by RCC personnel is recommended.

8 **Review of arrangements for the co-ordination of the broadcast of MSI in the sub-region and recommendations for improvement as necessary**

The present arrangements are deemed satisfactory within the sub-region. France is planning coastal MSI using SafetyNet.

9 Review of planned or required facilities in the sub-region

Since the SAR services are well established in the sub-region no major new or planned facilities were reported besides the establishment of the MRCC La Réunion.

10 Identification of training needs in the region

The training needs are given in annex 8.

Australia and Indonesia are conducting SAR or SAR related training as presented in appendices 5 and 6.

In addition to training, a series of exercises are conducted by the SAR services in the sub-region.

11 Review of co-operation agreements in the sub-region and recommendations for additional co-operation agreements as necessary

At present the following agreements exist or are planned in order to cover the sub-region within a few years.

Australia – Indonesia , complete
Australia – France, La Réunion, planned
Australia – Maldives, under discussion
Australia – Mauritius, under discussion
Australia – Sri Lanka, under discussion
Australia – South Africa, to be completed this week

Indonesia – Malaysia, complete

Thailand – Malaysia, under discussion
Thailand – Indonesia, under discussion
Thailand – Myanmar, planned

France – Australia, planned
France – South Africa, planned

United Kingdom would like to see an improved co-operation with all SAR services in the Sub-region.

Appendix 1

AUSTRALIA

Australia's MSRR is within the area bounded by a line connecting the following geographical positions:

- | | |
|---|---|
| 1) Coast of Antarctica at the
meridian of 163° 00' E | 9) 9° 50' S, 141° 00' E |
| 2) 17° 40' S, 163° 00' E | 10) 9° 50' S, 139° 40' E |
| 3) 14° 00' S, 161° 15' E | 11) 7° 00' S, 135° 00' E |
| 4) 14° 00' S, 160° 00' E | 12) 9° 20' S, 126° 50' E |
| 5) 14° 00' S, 155° 00' E | 13) 12° 00' S, 123° 20' E |
| 6) 12° 00' S, 155° 00' E | 14) 12° 00' S, 107° 00' E |
| 7) 12° 00' S, 144° 00' E (see note) | 15) 2° 00' S, 92° 00' E |
| 7A) 9° 24' S, 144° 13' E | 16) 2° 00' S, 78° 40' E |
| 7B) 9° 08' S, 143° 53' E | 17) 6° 00' S, 75° 00' E |
| 8) 9° 37' S, 141° 02' E | 18) Coast of Antarctica at the
meridian of 75° 00' E |

Note: Between positions (7) and (8) the boundary of MSRR Australia follows the territorial boundary. As the territorial boundary in this area cannot be readily defined by co-ordinates, positions 7A and 7B may be used for AUSREP purposes.

FRANCE (RCC REUNION)

- | | | |
|---------------------------|---------------------------|---------------------------|
| a) 35° 00' S
60° 00' E | d) 50° 00' S
45° 00' E | g) 19° 00' S
52° 00' E |
| b) 35° 00' S
75° 00' E | e) 30° 00' S
45° 00' E | h) 19° 00' S
55° 00' E |
| c) 50° 00' S
75° 00' E | f) 30° 00' S
52° 00' E | i) 24° 30' S
60° 00' E |

THAILAND

The Thailand MSRR is bounded by a line connecting the following geographical positions:

- | | |
|---|---|
| (1) The Coastal border between Thailand and Myanmar | (6) The coastal border between Thailand and Malaysia (Gulf of Thailand) |
| (2) 10° 00' N 96° 30' E | (7) 06° 15' N 102° 15' E |
| (3) 07° 19' N 98° 00' E | (8) 06° 45' N 102° 40' E |
| (4) 06° 30' N 99° 30' E | (9) 07° 00' N 103° 00' E |
| (5) The coastal border between Thailand and Malaysia (Malacca Strait) | (10) 10° 00' N 102° 15' E |
| | (11) 11° 37' N 102° 55' E |
| | (12) The coastal border between Thailand and Kampuchea |

INDONESIA

Indonesia's MSRR is within the area bounded by a line connecting the following geographical positions:

- 1) The coastal border between Malaysia and Indonesia (Tg.DATU)
- 2) 06° 17' N 109° 30' E
- 3) 06° 00' N 106° 00' E
- 4) 04° 00' N 105° 05' E
- 5) 01° 54' N 105° 05' E
- 6) 01° 23' N 104° 30' E
- 7) 01° 13' N 104° 13' E
- 8) 01° 17' N 104° 05' E
- 9) 01° 17' N 103° 36' E
- 10) 01° 13' N 103° 30' E
- 11) 01° 39' N 102° 10' E
- 12) 06° 00' N 97° 30' E
- 13) 06° 00' N 92° 00' E
- 14) 02° 00' S 92° 00' E
- 15) 12° 00' S 107° 00' E
- 16) 12° 00' S 123° 20' E
- 17) 09° 20' S 126° 50' E
- 18) 07° 00' S 135° 00' E
- 19) 09° 50' S 138° 40' E
- 20) 09° 50' S 141° 00' E
- 21) The coastal border between Indonesia and Papua New Guinea (Torres Strait)
- 22) The coastal border between Indonesia and Papua New Guinea (Pacific)
- 23) 03° 30' N 141° 00' E
- 24) 03° 30' N 132° 00' E

- 25) 06° 00' N 132° 00' E
- 26) 06° 00' N 130° 00' E
- 27) 04° 24' N 120° 00' E
- 28) 04° 00' N 120° 00' E
- 29) 04° 00' N 118° 00' E
- 30) The coastal border between Indonesia and Malaysia

Appendix 2

Coordonnées du MRCC La Réunion

Téléphone: +262 55 13 56 ou/or +262 43 43 43

Fax: +262 55 13 17

Telex: 916 140

Le centre est armé en permanence. Une veille est effectuée en permanence sur le canal 16VHF et la fréquence 2182kHz.

Permanently manned. Permanent watch on channel 16VHF and frequency 2182 kHz.

Appendix 3

Diego Garcia – British Indian Ocean Territory

National SAR Agency	:	Police/British Representative
Address	:	BFPO 485, UK
Telephone	:	370 2938 2939
Fax:	:	via 370 3943
Tel/Fax Country Code	:	++ 246

Diego Garcia (NKW) maintains a continuous watch on 2182 kHz (airport control) and VHF channel 16 (port control) for distress calls.

	Telephone	Fax
Airport control (NKW)	370 3388	370 3206
Port Control (Diego Garcia)	370 4313	370 3028
British Representative (BritRep)	370 3500	370 3943

Appendix 4

Thailand's intention is:

- To extend former delimitation line in the North westward to end at the delimitation line of India.
- To extend former delimitation line in the south westward to end at the delimitation line of India and Indonesia.
- The extension mentioned above will cause overlapping SRR between Thailand and Malaysia.
- The coordinates (latitude and longitude) of the proposed SRR will be submitted later.

The reason for enlarging the SRR:

- (i) Thailand is planning to develop deep sea ports in the Andaman Sea under the southern Seaboard project. It believes that in the future there will be more traffic in its EEZ which extends to the boundary of Indonesia and India. So it feels that we should participate more to help improve the safety of life at sea in this area.
- (ii) It is in the process of developing new MSRCC in Phuket, which is in compliance with IMO's regulation. This will enhance its capability in the field of Search and Rescue. One important thing is that in this regard it does not consider providing only communications facilities for SAR co-ordination, but also dedicating ships and aircraft for SAR services.

It already has service units comprising of various kinds of ships and aircraft from the Navy, the Marine Police and the Airforce in the area and so the extension of its SRR will shorten response time from what it is at present.

In conclusion, the proposal to extend the area of SRR is solely based on goodwill and the desire to improve the safety of life at sea in this area.

Appendix 5

SAR TRAINING – AUSTRALIA

Australia Search and Rescue (AusSAR) operates the National Search and Rescue School, which provides training for:

- (a) Senior Search and Rescue Officers;
- (b) Search and Rescue Officers; and
- (c) Assistant Search and Rescue Officers

of the Australia Rescue Co-ordination Centre.

Training encompasses SAR Management, Critical Incident Stress Management, Crew Resource Management / Cockpit Resource Management, SAR Planning Techniques, Search Planning, Allocation etc.

Training is also provided to selected civilian pilots, observers and drop-masters in relation to the aerial delivery of air-droppable supplies (rafts, pumps etc.)

The National Search and Rescue School also facilitates COSPAS-SARSAT training for the Australian Mission Control Centre, which enhances the reduction of alerts.

National SAR School training will result in formal, nationally accredited and recognised qualifications in Search and Rescue.

Appendix 6

INDONESIA SAR TRAINING IS CONDUCTED AS FOLLOWS:

- 1 Rescue training centre by the National SAR Agency.
- 2 Jungle survival training by Marines.
- 3 Mountain survival training by special troops of Indonesian Air Force.
- 4 Sea survival training by the Navy and Marines.
- 5 Training METS (Modular Egress Training Simulator) by the Indonesian NGO.
- 6 Training against natural disasters by the Army and Police.

ANNEX 7**REPORT OF THE CO-ORDINATOR OF THE THREE PANELS**

The main task of the co-ordinator was to make sure that the outer limits agreed in each of the three panels would match in such a manner that there would be no overlap between the provisional SAR plans for the three sub regions and also that there would be no gap left between the plans covering the region as a whole and adjacent ones.

The co-ordinator, having reviewed the outcome of the work of the three panels and following consultations with the three rapporteurs, was satisfied that the above goal had been achieved in all cases.

With respect to regions where agreement could not be achieved between representatives of the countries concerned, the co-ordinator proposed, and the Conference agreed, to call on the Secretariat to arrange meetings of limited participation, at the IMO Headquarters, to enable the countries concerned to reach agreement on the delimitation of their adjacent SRRs.

ANNEX 8

SAR TRAINING NEEDS

Y = YES N = NO S = SOME

COUNTRY	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- OPERATION	DEVELOPMENT OF SAR OPERATIONS PLANS	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICA- TION NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATES
Australia	N	N	N	N	N	N	N	N	N	N
Bangladesh	Y	Y	Y	Y	Y	N	N	Y	N	Y
Comoros										
France (La Réunion)	N	N	N	N	N	N	N	N	Y	N
India	N	N	N	N	N	N	N	N	N	N
Indonesia	N	N	N	Y	N	N	Y	N	Y	Y
Iran, Islamic Republic of	N	N	Y	Y	Y	N	Y	Y	N	Y
Kenya	Y	Y	Y	Y	Y	Y	Y	Y	N	Y
Maldives	Y	Y	Y	Y	Y	Y	Y	Y	N	Y
Mauritius (new RCC)	N	N	N	N	Y	Y	N	N	N	Y
Mozambique	Y	N	Y	Y	Y	Y	Y	Y	N	Y
Oman	N	N	Y	Y	Y	Y	N	Y	N	Y
Pakistan	N	N	N	N	N	N	N	N	N	Y

COUNTRY	ASSESSMENT OF SAR NEEDS AND RESOURCES	HOW TO ESTABLISH AND MANAGE A SAR SYSTEM	SAR MISSION CO- OPERATION	DEVELOPMENT OF SAR OPERATIONS PLANS	HOW TO PLAN SEARCHES	HOW TO CARRY OUT SAR OPERATIONS	HOW TO DETERMINE COMMUNICA- TION NEEDS	HOW TO PLAN AND CONDUCT EXERCISES	ENGLISH LANGUAGE TRAINING	TECHNOLOGY UPDATES
Seychelles (new RCC)	Y	N	N	Y	N	N	N	Y	N	Y
South Africa	N	N	N	N	N	N	N	N	N	N
Sri Lanka	Y	Y	Y	Y	Y	Y	N	Y	N	Y
Thailand	N	N	N	N	N	N	N	N	Y	Y
United Kingdom (BIOT)	N	N	N	N	N	N	N	N	N	N
United Republic of Tanzania	N	N	N	N	Y	Y	N	Y	N	Y
Yemen	Y	Y	Y	Y	Y	Y	Y	Y	N	Y

ANNEX 9

STATUS OF GMDSS SHORE-BASED FACILITIES

O = Operational P = Planned N=None

							COSPAS-SARSAT			REGISTRATION		
COUNTRY	A1	A2	A3	SES at RCC(s)	NAVTEX	SafetyNET	MCC	LUT	Assign MMSIs	Mandated Registration	Database in Place	Data Available 24 hrs
Australia	-	-	O	O	-	O	O	O	O	O<SOLAS>	O	O
France (La Réunion)	N	N	O	O	N	P	N	N	N	N	N	N
India	N	N	O	O	O	O	O	O	O	O	O	O
Indonesia	O	-	-	P	O	P	N	O	O	P	P	O
Kenya	O	O	-	N	N	P	N	N	N	N	N	N
Mauritius	P	P	O	N	N	O Met	N	N	O	O	O	?
Mozambique	N	P	N	N	N	O via S.A.	N	N	O	O	O	N
New Zealand	-	-	O	O	-	O	O	O	O	O	O	O
Seychelles	N	N	O	N	N	O via La Réunion	N	N	N	-	-	-
South Africa	N	N	O	O	O	O	P	P	O	N	O	O
Thailand	P	P	P	P	O	N	P	P	N	N	N	N
United Republic of Tanzania	O	O	-	N	N	N	N	N	N	N	N	N
United Kingdom (BIOT)	-	-	-	-	-	-	-	-	-	-	-	-

ANNEX 10**RESOLUTIONS ADOPTED BY THE CONFERENCE****Resolution No.1****ADOPTION OF THE PROVISIONAL MARITIME SEARCH AND RESCUE (SAR) PLAN FOR THE INDIAN OCEAN AND ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL CONVENTION ON MARITIME SAR, 1979**

The 1998 Fremantle Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING the objectives of the International Convention on Maritime Search and Rescue, 1979, to develop and promote search and rescue activities by establishing an international search and rescue plan responsive to the needs of maritime traffic for the rescue of persons in distress at sea and to promote co-operation between search and rescue organizations,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that paragraph 2.1.4 of the Annex to the International Convention on Maritime Search and Rescue, 1979, requires each search and rescue region to be established by agreement among the Parties concerned,

TAKING INTO CONSIDERATION that paragraph 2.1.5 of the Annex to the said Convention provides that, in case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the region concerned,

TAKING INTO ACCOUNT Article II of the said Convention and paragraph 2.1.7 of the Annex thereto, which provides that the delimitation of search and rescue regions is not related to, and shall not prejudice, the delimitation of any boundary between States,

HAVING CONSIDERED the provisional maritime search and rescue plan prepared by the Conference which aims at:

- integrating into one the provisional SAR plans that have already been agreed for maritime SAR areas into which the Indian Ocean has been divided, thus maximizing co-ordination in, and cost efficiency of, SAR operations; and
- providing coverage for areas in the Indian Ocean identified as lacking the necessary arrangements for SAR purposes,

1. ADOPTS the Provisional Maritime Search and Rescue Plan for the Indian Ocean region annexed hereto;

2. INVITES all coastal States in the Indian Ocean region:

- (a) to consider ratification of, or accession to, the International Convention on Maritime Search and Rescue, 1979, at the earliest possible time if they are not yet parties to that Convention; and

- (b) to forward to the Secretary-General of the International Maritime Organization any additional information and amendments to augment the said Plan and to keep the information contained therein up-to-date; and

3. INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the Indian Ocean inviting, in particular those which did not attend the Conference, to either approve and accept the delimitations recommended by the Conference for SAR purposes or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments thus agreed to the Secretary-General.

ANNEX TO RESOLUTION 1

PROVISIONAL MARITIME SEARCH AND RESCUE PLAN
FOR THE INDIAN OCEAN REGION**INTRODUCTION**

The Provisional Maritime Search and Rescue Plan for the Indian Ocean region has been prepared on the basis of Article II and paragraph 2.1.7 of the Annex to the International Convention on Maritime Search and Rescue, 1979 by the Fremantle Conference on Maritime Search and Rescue and the GMDSS, in September 1998 and is subject to adoption by the States concerned.

The Plan, once finalized, will consist of:

- .1 a list of definitions and abbreviations of terms used;
- .2 a table of search and rescue facilities available, including:
 - .2.1 the National Search and Rescue Agency for each State, Maritime Rescue Co-ordination Centres and Rescue Sub-Centres with the names of their operating agencies;
 - .2.2 details of available landline communications and ship earth stations established at Rescue Co-ordination Centres;
 - .2.3 Associated Coast Radio Stations (CRS);
 - .2.4 Associated Inmarsat Coast Earth Stations (CES);
 - .2.5 Associated COSPAS/SARSAT Mission Control Centres (MCCs);
 - .2.6 Associated Aeronautical Rescue Co-ordination Centres (ARCCs);
 - .2.7 Rescue units available to the rescue centres;
 - .2.8 Other units and services available to the rescue centres; and
 - .2.9 additional information;
- .3 charts and details of provisional areas of responsibility for maritime search and rescue. These areas will not be considered final until the Secretary-General of IMO is notified of their acceptance by the States concerned in accordance with paragraphs 2.1.4 and 2.1.5 of the Annex to the International Convention on Maritime Search and Rescue, 1979.

Note: The Conference was unable to reach agreement on the areas of responsibility for SAR purposes of countries in the region which did not attend and, without prejudice to the rights of those States, accepted the delineation of provisional areas of responsibility. The Conference invited the countries concerned to either approve and accept the limits recommended by the Conference or to seek bilateral agreement on any desired changes with neighbouring States and to submit any amendments agreed to the Secretary-General of IMO.

The search and rescue facilities listed in this Annex are those on which information was provided and do not represent those that are recommended or required.

1 DEFINITIONS AND ABBREVIATIONS

1.1 The following definitions and abbreviations are used taking into account those contained in the IAMSAR Manual.

1.1.1 Definitions

Search and rescue region (SRR). An area of defined dimensions, associated with a rescue co-ordination centre, within which search and rescue services are provided.

Rescue co-ordination centre (RCC). A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue sub-centre (RSC). A unit subordinate to a rescue co-ordination centre established to complement the latter according to particular provisions of the responsible authorities.

Maritime rescue co-ordination centre (MRCC). An RCC responsible for maritime search and rescue incidents.

Maritime rescue sub-centre (MRSC). An RSC responsible for maritime search and rescue incidents.

Aeronautical rescue co-ordination centre (ARCC). An RCC responsible for aeronautical search and rescue incidents.

Aeronautical rescue sub-centre (ARSC). An RSC responsible for aeronautical search and rescue incidents.

Extra long-range aircraft (ELR). Aircraft with a radius of action of 1500 n.m. (2780 km) or more plus 2.5 hours search time remaining.

Mission Control Centre (MCC). Part of the COSPAS-SARSAT system that accepts alert messages from local user terminal(s) and other mission control centres to distribute to the appropriate rescue co-ordination centres or other search and rescue points of contact.

Very long-range aircraft (VLR). Aircraft with a radius of action of more than 1,000 n.m. (1850 km) plus 2.5 hours search time remaining.

Long-range aircraft (LRG). Aircraft with a radius of action of 750 n.m. (1390 km) plus 2.5 hours search time remaining.

Medium-range aircraft (MRG). Aircraft with a radius of action of 400 n.m. (740km) plus 2.5 hours search time remaining.

Short-range aircraft (SRG). Aircraft with a radius of action of 150 n.m. (280 km) plus half hour search time remaining.

Heavy helicopter (HEL-H). Helicopter with a radius of action for rescue purposes of more than 200 n.m (370 km) and capacity for evacuating more than 15 persons.

Medium helicopter (HEL-M). Helicopter with a radius of action for rescue purposes of 100 - 200 n.m. (185 to 370 km) and capacity for evacuating 6 to 15 persons.

Light helicopter (HEL-L). Helicopter with a radius of action for search and rescue purposes of up to 100 n.m (185 km) and capacity for evacuating 1 to 5 persons.

Rescue vessel (RV*). Long range seagoing craft.

Rescue boat (RB*). Short range coastal/river craft.

Coast earth station (CES). Maritime name for an Inmarsat shore-based station linking ship earth stations with terrestrial communications networks.

1.1.2 Abbreviations

A/B	Answer back
AMVER	Automated Mutual-assistance Vessel Rescue**
ARCC	Aeronautical rescue co-ordination centre
CES	Coast earth station
COSPAS-SARSAT	International satellite system for search and rescue
CRS	Coast radio station
ELR	Extra long range aircraft
FIR	Flight information region
HEL-H	Helicopter, heavy
HEL-M	Helicopter, medium
HEL-L	Helicopter, light
HQ	Headquarters
IAMSAR	International Aeronautical and Maritime Search and Rescue Manual
IMO	International Maritime Organization
Inmarsat	International Mobile Satellite Organization
LRG	Long range aircraft
MCC	Mission control centre
MRCC	Maritime rescue co-ordination centre
MRG	Medium range aircraft
MRSC	Maritime rescue sub-centre
m	Metres
NM	Nautical miles
PB	Patrol boat
RCC	Rescue co-ordination centre
RSC	Rescue sub-centre
RB	Rescue boat
RV	Rescue vessel
SAR	Search and rescue
SES	Ship earth station
SRG	Short range aircraft
SRR	Search and rescue region
SSB	Single-side band

* Speed should be inserted, e.g. "RV(10)".

** When indicated, it means that ship position information is available from the system.

UHF	Ultra high frequency
USCG	United States Coast Guard
VHF	Very high frequency
VLR	Very long range aircraft
MSRR	Maritime search and rescue region

Resolution No. 2**ARRANGEMENTS FOR THE PROVISION AND CO-ORDINATION
OF SEARCH AND RESCUE (SAR) SERVICES
AND CO-OPERATION BETWEEN STATES**

The 1998 Fremantle Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING paragraph 3.1.1 of the Annex to the International Convention on Maritime Search and Rescue, 1979, which provides that Parties shall coordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States,

RECALLING ALSO paragraph 3.1.5 of the Annex to the said Convention, which recommends that Parties should enter into agreements with neighbouring States setting forth the conditions for the entry of each other's rescue units into or over their respective territorial sea or territory,

RECALLING FURTHER that paragraph 3.1.8 of the Annex to the said Convention recommends Parties to enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue coordination centre personnel and the exchange of search and rescue information,

RECOGNIZING the urgent need to establish bilateral or multilateral agreements or arrangements for the provision and co-ordination of search and rescue services and co-operation between States,

1. URGES coastal States in the Indian Ocean region:
 - (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, so as to facilitate and expedite the efficient conduct of search and rescue operations in the region; and
 - (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States of the Organization and Parties to the 1979 SAR Convention;
2. INVITES the attention of those States considering establishing such agreements or arrangements to the format of the example agreement set out in the Annex to the present resolution.

ANNEX TO RESOLUTION 2

EXAMPLE OF AN
AGREEMENT ON CO-OPERATION REGARDING MARITIME SEARCH
AND RESCUE SERVICES BETWEEN NEIGHBOURING STATES

Note: Due to different circumstances among States, this example agreement may be varied to meet specific situations, as necessary.

1 Application

This Agreement applies to the co-operation between Maritime Administration "A" and Maritime Administration "B" in respect of maritime search and rescue services within the sea area

2 Jurisdiction

Nothing in this Agreement shall prejudice the present or future claims and legal views of either Party to this Agreement concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

3 Alerting

Requests for the assistance or participation of the search and rescue organization of the other Party shall be made by Party "A" through Rescue Co-ordination Centre "X" (RCC "X") to Rescue Co-ordination Centre "Y" (RCC "Y") and by Party "B" through Rescue Co-ordination Centre "Y" (RCC "Y") to Rescue Co-ordination Centre "X" (RCC "X").

4 Co-ordination

Search and rescue operations within the rescue area of Maritime Administration "A" shall be co-ordinated by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "A" and search and rescue operations within the rescue area of Maritime Administration "B" by the appropriate Rescue Co-ordination Centre (RCC) of Maritime Administration "B", if not otherwise agreed at the time of the distress incident.

Should the situation so require, the rescue co-ordination centres may agree on other forms of co-operation or distribution of the responsibility and work. The borderline between the rescue areas of the two Parties shall in no respect be an obstacle to joint co-operation between the two Parties in rescue operations.

Whenever an RCC receives a distress alert from a position outside its own SRR, the RCC shall be responsible for co-ordinating the search and rescue response until another RCC in a better position to respond assumes co-ordination responsibility.

5 Admission

Each Party to this Agreement shall make effective preparations to ensure that units of the maritime or aeronautical rescue organization of the other Party are admitted to its territory for the purpose of giving practical effect to this Agreement. A request for admission under the provisions of this Agreement shall be made to the Rescue Co-ordination Centre (RCC) of the respective Party as prescribed in section 3 of this Agreement.

6 Exchange of information

Both Parties shall exchange information on the location of rescue units and equipment, performance characteristics and availability, and shall also exchange operation plans and lists of actions to be taken to deal with different kinds of distress incidents.

7 Exercises

The Parties shall alternately arrange a maritime search and rescue exercise [each year] based on simulated incidents so as to train the search and rescue organizations of the Parties in working together and with the aeronautical rescue organizations if separate.

8 Meetings of representatives

Representatives of the authorities responsible for the maritime search and rescue organizations of the Parties shall meet as necessary and at least [once a year] to develop co-operation and the exchange of information and experience.

The Parties shall hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

9 Language

During joint search and rescue operations, exercises and meetings the language primarily used shall be

10 Operating costs

Each Party undertakes to pay its own costs arising from the implementation of this Agreement.

11 Entry into force and denunciation

This Agreement shall enter into force when signed by representatives of the responsible authorities of the Parties and shall remain in force until three months following its denunciation by either of the Parties.

12 Amendments

This Agreement may be amended on the proposal of either Party and any such amendment shall enter into force one month following the date of its acceptance by both Parties.

13 Text

This Agreement is established in a single copy in the and languages, [both] [all] texts being equally authoritative.

Resolution No. 3

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

The 1998 Fremantle Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

RECALLING Resolution 6 of the International Conference on Maritime Search and Rescue, 1979, which invited the International Maritime Organization (IMO) to develop a global maritime distress and safety system that would include telecommunication provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979,

NOTING that IMO has developed a global maritime distress and safety system, by means of amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, which entered into force on 1 February 1992 and uses Inmarsat and COSPAS-SARSAT satellite systems as well as digital selective calling, direct-printing and radiotelephone on terrestrial MF and HF frequencies for distress and safety purposes including those for search and rescue,

NOTING FURTHER that the World Administrative Radio Conference for Mobile Telecommunications, 1987, adopted amendments to the Radio Regulations and that the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, in 1988 adopted amendments to the 1974 SOLAS Convention to introduce the global maritime distress and safety system,

BEING CONCERNED over the high number of false distress alert incidents which undermine the credibility of the GMDSS and unnecessarily overstress the SAR organizations,

CONSIDERING the need for shore-based facilities to introduce the system in the Indian Ocean region,

CONSIDERING ALSO IMO Assembly resolution A.814(19) - Guidelines for the avoidance of false alerts,

1. URGES all coastal States in the Indian Ocean region to take account of the GMDSS in any national plans to improve maritime radiocommunications or their SAR organization and to communicate details of such plans to IMO;
2. INVITES the Maritime Safety Committee of IMO to:
 - (a) consider how to develop a single registration database for GMDSS equipment users which rescue co-ordination centres may readily access to support search and rescue operations;
 - (b) consider further appropriate measures to eliminate false distress alerts;
 - (c) encourage States operating MRCCs associated with Inmarsat coast earth stations to ensure that suitable arrangements are in place to relay Inmarsat distress alerts to all responsible MRCCs within the service area of the respective coast earth stations;
 - (d) encourage States operating MRCCs to establish means of direct communication between all MRCCs in the region/area;

- (e) invite Inmarsat to help to ensure that all responsible MRCCs with associated search and rescue regions have the specific information they may need to contact ships and other craft via Inmarsat;
- (f) recommend that providers of GMDSS services develop the capacity to distribute alert data as directly as practicable to responsible RCCs and to decode alert messages prior to delivery to the search and rescue system when this can be done without introducing delays in delivery of the alert; and
- (g) urge all users to ensure that their GMDSS equipment is at all times correctly coded and its identities are properly registered in a recognized national or international SAR database.

3 ALSO INVITES the Secretary-General of the International Maritime Organization to bring this resolution to the attention of all coastal States in the Indian Ocean region.

Resolution No. 4

**TECHNICAL CO-OPERATION IN MARITIME SEARCH AND RESCUE (SAR)
AND THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

The 1998 Fremantle Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

HAVING ADOPTED the Provisional Maritime Search and Rescue Plan for the Indian Ocean region set out in the Annex to Resolution 1,

RECOGNIZING that the provision of prompt and effective maritime SAR and GMDSS services requires broad international co-operation, appropriate technical resources and well trained personnel,

RECALLING Resolution 8 concerning the promotion of technical co-operation adopted by the International Conference on Maritime Search and Rescue, 1979,

RECALLING ALSO Resolution A.873(20) on Technical Co-operation as a means of promoting the acceptance and implementation of IMO instruments,

TAKING INTO ACCOUNT that some coastal States of the Indian Ocean region do not yet possess all necessary search and rescue and GMDSS facilities and are in urgent need of appropriate training for their search and rescue personnel,

NOTING the need for RCC personnel to be able to communicate in the English language,

CONVINCED that the promotion of technical assistance will strengthen the implementation of the Provisional Maritime Search and Rescue Plan in the Indian Ocean region,

1. INVITES Member Governments of IMO to make available their national maritime SAR training facilities for the training of search and rescue and GMDSS personnel of States in the region and to sponsor fellowships for such training in consultation with the Organization;
2. INVITES the Secretary-General of IMO:
 - (a) to bring this resolution to the attention of the Technical Co-operation Committee with a view to encouraging IMO Member Governments to assign a high priority to the provision of technical assistance and financial support for States which are in need of maritime SAR and GMDSS equipment, facilities and/or training; and
 - (b) to bring this resolution to the attention of all IMO Member Governments;
3. INVITES the Maritime Safety Committee of IMO to consider developing a model training course on SAR English.

Resolution No.5**ESTABLISHMENT OF AN INTERNATIONAL SAR FUND**

The Conference,

RECOGNIZING that maritime search and rescue services are inadequate in some areas of the world, in particular in developing countries owing to lack of sufficient funds,

NOTING WITH CONCERN that until now only 59 Governments have accepted the 1979 Maritime SAR Convention,

NOTING that steps need to be taken without delay to ensure even the minimum global coverage of communication and SAR co-ordination facilities,

BEING CONCERNED that the technical problems and inadequacies identified by the Conference may not be solved by the full implementation of the GMDSS on 1 February 1999,

1 INVITES IMO, in co-operation with the aviation and maritime communities and for the purpose of assisting countries, in particular developing countries, to fulfill their obligations under the SAR and SOLAS Conventions, to consider establishing an International SAR Fund for the purposes of:

- (a) establishing and maintaining worldwide an adequate number of operational RCCs to cover the needs of international shipping;
- (b) establishing and maintaining an efficient global communications network for the dissemination of distress alert data and SAR co-ordination communications;
- (c) establishing and maintaining databases for the operational support of GMDSS, if this is not done on a national basis; and
- (d) supporting the provision of other necessary resources for the effective implementation of the SAR Plan;

2 INVITES the Maritime Safety Committee and the Technical Co-operation Committee of the International Maritime Organization (IMO) to consider taking appropriate action to facilitate the establishment of the International SAR Fund referred to above;

3 INVITES the Secretary-General of IMO to make available his good offices for the achievement of the above objectives and administration of the Fund;

4 INVITES FURTHER the Secretary-General of IMO to bring this resolution to the attention of the Secretary-General of ICAO for information and action as appropriate.

Resolution No. 6

COMPLETION OF THE PROVISIONAL GLOBAL MARITIME SAR PLAN

The 1998 Fremantle Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

HAVING ADOPTED the Provisional Maritime Search and Rescue Plan for the Indian Ocean region set out in the annex to Resolution 1,

BEING INFORMED that, with the adoption of the said Provisional SAR Plan, arrangements for the provision and co-ordination of search and rescue services are now complete in all the thirteen maritime SAR areas into which the oceans of the world have been divided,

NOTING that the success in completing the Provisional Global SAR Plan was achieved thanks to:

- the generous financial assistance provided by IMO Member Governments, intergovernmental organizations and international organizations in response to resolution 8 of the 1979 SAR Conference,
- the high quality of lectures delivered during all the IMO seminars, workshops and conferences convened, which greatly assisted the participants thereto to improve their knowledge and understanding of their (and their countries') obligations under the SAR Convention,
- the invaluable contribution made by the officers elected and other staff designated to serve the various seminars, workshops and conferences,

1 WELCOMES most warmly this significant development in IMO's and the world maritime community's efforts to enhance safety at sea;

2 CONSIDERS this development a most appropriate and fitting achievement significantly attained during the Year of the Ocean;

3 EXPRESSES deep appreciation to the Governments, intergovernmental organizations and international organizations which either financially supported or hosted the meetings leading to the completion of the said Plan;

4 EXTENDS its sincere thanks to lecturers, officers and staff which served all these meetings;

5 CONGRATULATES IMO and its Secretary-General for their tireless efforts to bring the Plan to completion;

6 REQUESTS the IMO Secretariat to bring this resolution to the attention of the Maritime Safety Committee of IMO, inviting it to invite the IMO Member Governments to:

- (a) notify the Secretary-General when agreements have been concluded among themselves so that the Provisional Plan becomes final and, more importantly,
- (b) put in place an efficient and adequate SAR infrastructure and implement the provisions of the plan, when called to conduct SAR operations, in the most efficient and effective manner.

Resolution No. 7**EXPRESSIONS OF APPRECIATION**

The 1998 Fremantle Conference on Maritime Search and Rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS),

- NOTING:**
- the generous provision of financial support by the Governments of Australia, Canada, the Netherlands, Norway, the United Kingdom and the United States, the International Mobile Satellite Organization and the International Transport Workers' Federation,
 - the excellent organizational arrangements for the Conference made by the host State and the International Maritime Organization; and
 - the high quality of the lectures delivered during the Conference and the invaluable contribution to its success made by the officers elected to serve the Conference,

1 **EXPRESSES** deep appreciation to the Government and people of Australia for the welcome extended and kindness shown to all participants and for their generous hospitality and overall contribution to the success of the Conference;

2 **EXPRESSES ALSO** deep appreciation to the Governments of Australia, Canada, the Netherlands, Norway, the United Kingdom and the United States, the European Commission, the International Mobile Satellite Organization and the International Transport Workers' Federation, for financially supporting the Conference;

3 **CONVEYS** its most heartfelt thanks to the Secretary-General of the International Maritime Organization for the highly successful Conference;

4 **EXTENDS** its sincere thanks to:

- the President, Vice Presidents and other officials of the Conference for their leadership and general support,
- the lecturers and Chairmen of the various sessions of the Conference for preparing and delivering excellent and very instructive lectures on their topics; and to their Governments and international organizations for making them available, and
- the rapporteurs and co-ordinator for their contribution to the success of the Conference;

5 **EXTENDS ALSO** its sincere thanks to the UNDP Resident Representatives in the Indian Ocean region for the assistance extended to participants;

6 **REQUESTS** the IMO Secretariat to convey these expressions of appreciation to all appropriate authorities and inform IMO's Maritime Safety Committee, ICAO, ITU, WMO, IHO, Inmarsat, COSPAS-SARSAT and other international organizations of the outcome of the Conference.